

Canol

and

Good Neighbor EDITION

Gateway to West

Nazis Lose Key Base in Poland

By ROBERT MUSEL

Exclusive to The Edmonton Bulletin
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LONDON, July 8.—Berlin reported today that the Germans had evacuated Baranowicz, central keystone base of the wrecked Nazi defence line across Poland and gateway of the historic invasion route westward to Warsaw and Germany.

The German high command said the "ruins" of Baranowicz were "abandoned to the enemy without fighting," although both Berlin and Moscow had reported bitter struggles in the suburbs.

German military commentators said today that the Russians had launched a new offensive "on a wide front at the approaches to the Carpathians east of Lwow and west of Kowel"—in the area skirting the Czechoslovak border.

Five Soviet rifle divisions and a tank corps had been thrown against German positions in a bid to breach the lines of the Germans' southern wing, Ernst Von Hammer said in a Berlin broadcast.

The Nazi-acknowledged fall of Baranowicz, rail hub 75 miles southwest of Minsk, opened the way to the Red army for a westward push through Bialystok and Brest-Litovsk which would turn the German fortifications both north and south of the Baranowicz gap above the Pripiet marshes.

TOWN WAS STORMED
Nazi broadcasts called the loss of Baranowicz as "evacuation" but both German and Russian sources had reported the Soviets storming the town.

North of Baranowicz 100 miles, the Nazis reported violent fighting in the outer fringes of Wilno, capital city of Soviet Lithuania, indicating that fast moving Russian assault forces had laid siege to that city some 86 miles from East Prussia.

Russian sources here said the Germans had imposed rigid restrictions that amounted to martial law on Wilno after a wave of sabotage and attacks on German soldiers.

PULLED OUT OF TOWN
Soon after reporting fierce fighting in the suburbs of Baranowicz, Nazi broadcasts said that the German garrison had pulled out of the town.

Pass It On!

When you get through reading this "Canol and Good Neighbor" edition of The Edmonton Bulletin you may have a friend in Canada or the United States that would be interested in receiving it. This special edition of The Bulletin may be sent through the mails for seven cents postage anywhere in Canada and the United States. Newspapers may not be mailed to Great Britain.

M. J. Coldwell

National Head Of C.C.F. Party To Speak Here

M. J. Coldwell, M.P., national leader, and Elmer E. Roper, provincial leader, will open the C.C.F. campaign in the Alberta election which takes place on Aug. 8, with a series of six meetings in central points in the province.

The series will open at Medicine Hat on Monday, July 17, with meetings following at Lethbridge, Calgary and Edmonton on successive days.

Mr. Coldwell and Mr. Roper will fly to Grande Prairie for a meeting there on Friday, July 21, and will fly back to the final rally of the series at Wainwright on Saturday evening, July 22.

The Coldwell-Roper tour will be the first of a widely scattered program of meetings throughout the province with a large number of speakers taking part. It is Mr. Roper's intention to speak in as many constituencies as the short campaign will allow.

EVERY NIGHT

The provincial leader has meetings every night next week. He will be at Calgary on Monday, Ponoka on Tuesday, Lacombe on Wednesday, Red Deer on Thursday, Wainwright on Friday and Seba Beach in the Stony Plain constituency on Saturday.

Among the speakers expected to give addresses in the campaign are E. B. Joffe, leader of the opposition in Ontario and Harold Winch, the opposition leader in British Columbia. Other speakers from British Columbia and Saskatchewan will take part in the campaign.

Management of the C.C.F. campaign will be under the direction of William Irvine, provincial secretary-organizer.

2 Nazi Transports, Large Tanker Sunk

LONDON, July 8.—(CP)—The sinking of two large transports, one large tanker and a medium supply ship and seven smaller vessels by British submarines was announced by the admiralty today.

All the sinkings were in the Mediterranean theatre.

The two transports were torpedoed in a harbor in south France that was not identified by the admiralty communiqué.

The admiralty said the tanker was intercepted near Toulon while under a strong naval and aircraft escort.

Australians Told About Dominion

SYDNEY, July 8.—(CP)—The Sydney Daily Telegraph yesterday devoted four columns of its lead page to articles by Don Whittington, Australian newspaperman who recently toured Canada, presenting Canada at war. The articles, published with illustrations of the new Alaska Highway and of Canadian warships, gave Australian readers an Australian's ideas about the Dominion.

Americans Bomb Vienna Oil Basin

ROME, July 8.—(AP)—American heavy bombers attacked three oil refineries in the Vienna oil basin, including the largest crude installation plant in Austria, and bombed the Veszprem airfield in Romania today.

Edmonton Bulletin

AN INDEPENDENT NEWSPAPER IN PUBLIC SERVICE

SIXTY-FOURTH YEAR

EDMONTON, ALBERTA—SATURDAY, JULY 8, 1944

7 Sections—100 Pages

SATURDAY, 10 CENTS

Allies 1-2 Mile from Caen

Henry A. Wallace Stops Here

International Arctic Conference Suggested by U.S. Vice-President

Suggestion that an International Arctic Conference be held as soon as possible with Canada, United States and Russia participating, was made by U.S. Vice-President Henry A. Wallace when he stopped for two hours in Edmonton Friday night on route to Washington, D.C. Purpose of the conference would be to focus world attention on the potentialities of the northern regions and the importance of taking early steps to realize these potentialities, as well as to make possible discussion of common agricultural problems.

Mr. Wallace was returning from a fact-finding tour of Russia and China and spent his two-hour stop-over in Edmonton discussing his findings on the agricultural development of the two great countries with Dr. Robert Newton, president of the University of Alberta, and J. P. Sackville, professor of animal science at the university.

DR. NEWTON SPOKESMAN
Dr. Newton said that Mr. Wallace had asked him to pass along the essence of their discussion to the Edmonton press and to say especially how important he felt was the development of northwest Canada and Alaska.

Conversation over dinner in the Officers' Mess at the U.S. air base in Edmonton, never left the topic of agriculture, Dr. Newton said, and the vice-president made no reference to the war nor to any political aspects there may have been to his trip.

"Mr. Wallace pointed out that what we need here is industrialization to balance our agriculture," Dr. Newton said.

GREAT EXPANSION
Under the new regime in Russia the agricultural population has doubled while at the same time the industrial population is ten times greater. The spokesman stated that

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Call Convention Independents To Nominate Next Friday

Independent party candidates to contest Edmonton seats in the provincial general election on Aug. 8 will be named at a convention to be held next Friday, July 14, it was decided at an independent party-sponsored public meeting held in Masonic Temple Friday night.

Where the convention will be held, and the number of candidates the party will put in the field, will be decided by a convention committee named at the meeting. On the committee are: J. Percy Gray, independent party president; G. W. Aukier; H. Hales Ross; W. Kelly Porter; C. H. Chapman, and Mrs. J. H. Acheson.

The meeting had been called to consider advisability of naming a "Citizens' Slate" to contest Edmonton's five seats in the coming election. On a motion by Mr. Aukier, the 70 persons present went on record as favoring such a slate.

SECOND MOTION
A second motion proposed by A. L. Burrows set Friday next as date of the independent party nominating convention. Earlier speakers had suggested actual date of the convention should be left in the hands of the convention committee.

Mr. Burrows also called for adoption by the Independent party of a slogan stressing political honesty. He said voters needed something to lift their minds off "silly,"

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Denies Agreements Are Made in Secret

WASHINGTON, July 8.—(CP)—William L. Batt, chairman of the combined production and resources board, denied last night that secret trade agreements have been made between Britain and the United States. The National Association of Manufacturers, in its news bulletin of July 1, asserted that American business men had been cut off from some foreign markets by agreements concluded by the board, a war-time economic agency made up of British, Canadian and American representatives.

Beaten to Death

BRANTFORD, Ont., July 8.—(CP)—John Baker, 77, was beaten to death in a fight at a carnival here last night and police today were seeking a "husky young man" as the slayer. The elderly man was working as a watchman at the rear entrance to the grounds.

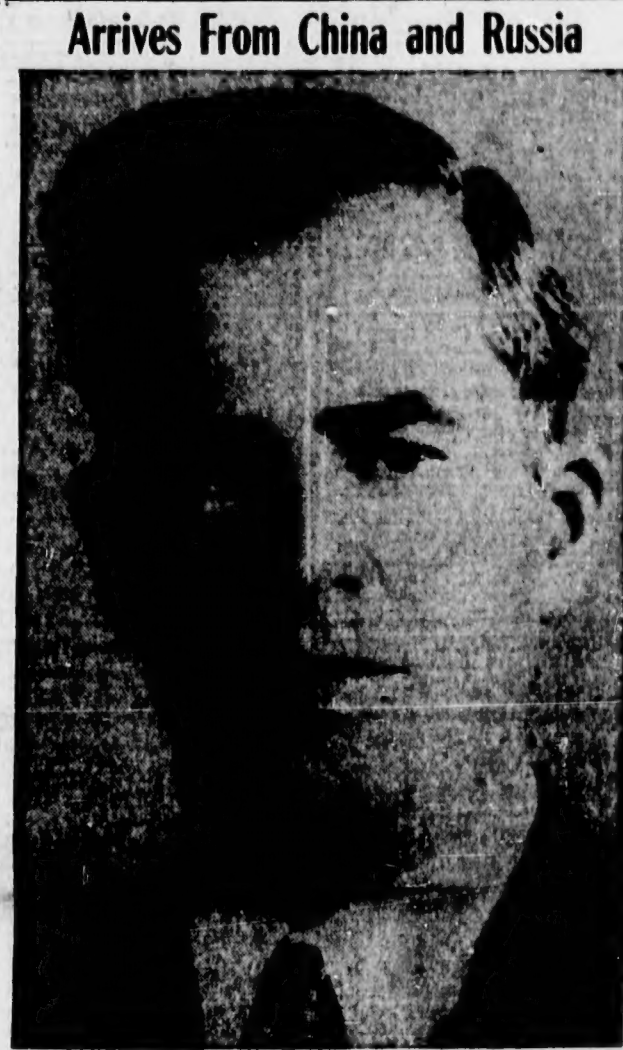
Nazi Killed

ALVA, Okla., July 8.—(AP)—Col. Murray Gibbons, commanding officer, said last night one German prisoner of war was shot and killed last night as three others escaped from the Alva internment camp. They are still at large, Col. Gibbons said.

The Bulletin's Traffic Scoreboard

Printed Every Saturday

DEATHS (For Year)



Vice-President Henry Wallace of the United States was in Edmonton for two hours Friday evening, returning from a fact-finding tour in China and Russia to Washington, D.C. His stop-over here was spent in a discussion of agricultural problems with Dr. Robert Newton, president of the University of Alberta, and J. P. Sackville, professor of animal science. Mr. Wallace made a brief stop in Edmonton May 23 on the way to the Far East.

Jap Bases Hit

Superfortress Raid Details Are Revealed

By SANDOR S. KLEIN
Exclusive to The Edmonton Bulletin
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WASHINGTON, July 8.—B-29 Superfortresses struck a hard blow at Japanese supply bases in occupied China, pounded the third largest naval base on the Japanese mainland with a heavy weight of bombs, and smashed again at the steel centre of Yawata, the U.S. war department reported today.

In a communiqué on the second raid of the flying battleships, the 20th Bomber Command revealed that they had struck at Looyao, a coal and supply shipping port on the north coast of China, and Hankow, major Japanese base inland, in addition to targets on the Japanese mainland. All bombers returned safely to their China bases.

These attacks, the first B-29s have made on Japanese territory in China, emphasized President Roosevelt's statement yesterday that the war in China was not going well and showed that the weight of American air might would be used to aid the Chinese, now in their eighth year of war.

River Up 9 Feet In Last 24 Hours

The Saskatchewan river, rising at the rate of three inches an hour, is up nine feet in the last 24 hours, it was reported from the city power house Saturday.

No anxiety is felt, however, as the river level at Rocky Mountain House dropped five inches over Friday night. It takes about 24 hours for a drop at "Rocky" to reach Edmonton.

The Rocky Mountain House level was 9.1 feet Saturday morning, almost three feet above the normal figure of 6.5 feet. At the height of recent floods, the mark was 12 feet.

City Engineer A. W. Haddock was in communication with Rocky Mountain House Saturday, and received reports that the river level was dropping there. No immediate flood danger was suggested.

Won't Campaign

MONTREAL, July 8.—(CP)—Headquarters of the Progressive Conservative party announced yesterday it would not participate in the campaign leading to the Quebec provincial elections, Aug. 8.

Grand Council

Nazi Leaders, Fuehrer Hold Serious Talks

AT THE GERMAN FRONTIER, July 8.—(AP)—Germany's military leaders have been holding the most serious discussions with Adolf Hitler on the Reich's critical military situation and a complete revision of defence plans may be made before the end of the month.

The conferences with Hitler reported through trustworthy informants, began early this week, were said to be comparable with the Kaiser's famous grand council in August, 1918, when it was decided the war could not be won, but that all was not yet lost and that bitter fighting might yet bring an acceptable peace.

OFTEN NAZI-INSPIRED
(Reports originating from the German frontier, even though sifted for trustworthiness, often are inspired by German sources. Reports suggesting that the Germans are at the point of making peace feelers may have been deliberately planted with the purpose of creating a feeling of over-confidence in Allied countries. A similar technique has been used by Berlin before.)

The major point of debate among eastern, western and Italian front commanders of German forces is reported to concern their varying requirements and whether it would be best to withdraw from Norway and the Balkans to avoid the risk of losing low-lying troops who might better be concentrated for the homeland defence.

NEW DEVELOPMENTS
No final decision apparently has been reached, but information continues.

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Many Rumors

Date of Election May Depend on War's Progress

By C. H. HIGGINBOTHAM
Edmonton Bulletin Ottawa Bureau
OTTAWA, July 8.—Rumors of a July dissolution of parliament were receiving little support from sources close to the government today following an epidemic of predictions on federal election plans which swept the capital during the past 48 hours.

That federal election matters may have been discussed by the cabinet, following the C.C.F. victory in Saskatchewan and imminence of a provincial election in Quebec is not discounted, but informed sources are of the opinion that the election decision will be based on the progress of the war in Europe. It is believed that an election date will not be decided until the collapse of the German forces in Europe or until the critical period on that battle front has passed.

DEPENDS ON WAR

One thing is believed certain. There will be no election campaign during a period when Canadian battle casualties are expected to be

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Intermittent Rain Is Falling in City

Intermittent light rain began to fall in this vicinity at 10:30 p.m. Friday, and is continuing. The forecast for Saturday is "overcast, with occasional light rain; little change in temperature."

The maximum temperature Friday was 66 degrees, the minimum 43 degrees, the overnight low 50 degrees. The temperature at 8:30 a.m. Saturday was 53 degrees.

Attacks in Night

Germans Begin Launching Robot Bombs from Belgium

By FRANK FRANKISH
Exclusive to The Edmonton Bulletin
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LONDON, July 8.—Fifteen thousand more school children were scheduled to be evacuated from robot-bombing London today as the Daily Herald reported the Germans have begun launching their flying torpedoes from Belgium as well as French bases.

Robot bombs continued to crash in London and surrounding country at intervals throughout last night, but most of the capital's 6,750,000 night-time inhabitants slept in comparative safety in subway or home shelters, or behind barricaded windows.

Some damage and casualties were reported, however. A number of persons were trapped when a bomb wrecked several houses in one district and rescue squads still were attempting to reach them at dawn.

Blast from another bomb shattered the windows of a crowded bus, but none of the passengers was hurt. There was a lull in the bombardment soon after dawn, but it was not expected to be long lived.

USE NEW SITES

The Daily Herald said the Germans switched to new robot bomb launching sites in Belgium last night, possibly as result of the in-trial and rescue squads still were

British, Canadians Open All-Out Drive Against Key Base

LONDON, July 8.—(BUP)—British and Canadian troops on the left flank of the 2nd Army have smashed their way to within a half mile of the centre of Caen, the London Evening News correspondent reported from the front today.

LONDON, July 8.—(BUP)—British and Canadian troops took six key points in the first stages of the assault on Caen, frontline correspondents said today. They were Herouville, Gruchy, Buron, Gaimanche, La Bijuade and Lebiay.

LONDON, July 8.—(BUP)—The Germans were reported moving big guns and armor south and southeast of Caen, in a heavy shift of enemy vehicles along two roads which the Germans still held at dawn today. The British and Canadians had cut 12 of the 14 roads leading out of Caen.

By VIRGIL PINKLEY
Exclusive to The Edmonton Bulletin
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LONDON, July 8.—The British 2nd Army stormed the defences of Caen at dawn today in all-out offensive designed to clear the road to Paris, 120 miles to the east, and two hours later were reported battling deep in the enemy's line against savage resistance.

(A BBC broadcast said the 2nd Army reached its initial objectives and captured four villages in the first hours of the offensive.)

At the centre of the Normandy front, field dispatches said, American forces occupied St. Jean-de-Haye, eight miles north of St. Lo, and Coucherie, a mile and a half to the northeast, without opposition and knocked out four tanks in an armored engagement south of St. Jean. The enemy appeared to be wavering, the dispatches said.

TERRIFIC BARRAGE
In the wake of a 2,300-ton aerial attack and one of the heaviest artillery barrages of the Normandy

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Hit Nazi Troops

Allied Bombers Join in Furious Battle For Caen

By WALTER BRONKITE
Exclusive to The Edmonton Bulletin
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LONDON, July 8.—Allied medium bombers joined the furious fight for Caen today, crossing the British 2nd Army lines to lay bombs through the smoke of battle on German troop concentrations and gun batteries, while more than 250 Flying Fortresses and Liberators attacked enemy robot bomb installations in the Pas de Calais area.

The attack in support of ground troops came as southeast England coastal observers reported a steady procession of heavy and medium bombers crossing the straits toward the continent. Their destination was not known immediately.

SMASH LARGEST BASE

R.A.F. heavy bombers just before dawn today laid 2,300 long tons of bombs on the defences of Caen, and the Allied medium continued the pressure by daylight. The tonnage dropped on the embattled Germans in the first eight hours of the offensive probably was already near the 3,000 figure.

Today's attack on the robot bomb installations near Pas de Calais came after it was revealed that Lancaster bombers had smashed one of the enemy's largest flying bomb supply

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Germans Wipe Out Entire Greek Town

IZMIR, Turkey, July 7.—(Delayed) —(AP)—Copies of a Greek puppet government communiqué which reached here today said the Nazis on June 10 slaughtered more than 1,000 residents of the Greek village of Diostimo in a cold-blooded reprisal comparable to that carried out at the Czechoslovak town of Lidice.

The communiqué said that not even babies in arms were spared and the massacre was crowned by the burning of the village, familiar to tourists.

The killing was carried out by the Nazis as revenge for the death of 30 German soldiers in a battle with the Eam and Andarts resistance groups near the village.

New War Loan

CANBERRA, July 8.—(CP)—Prime Minister Curtin announced Australia's second Victory Loan will open Sept. 26 with a goal of £160,000,000 (about \$564,000,000), of which £47,500,000 will be conversion and the remainder new money.

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Nazi Leaders, Fuehrer, Hold Serious Talks

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aided trustworthy indicated these were the developments:

1. Marshal Rommel won a point in his demands to throw more forces into the Normandy front for the rest of this month in a drive to inflict the heaviest possible losses on the Allies.

2. Marshal von Rundstedt, German commander in the west, stepped out as the "first error man" in the invasion because he refused to throw every available force against the Normandy beachhead at the beginning.

3. The necessity of maintaining crack divisions on the western front makes it extremely difficult to throw fresh troops into the eastern battle against young and rested Russians, but it is hoped to make a stand in the west by the end of the month, probably behind the Vistula.

EVACUATE CIVILIANS

4. Voluntary evacuation of Poland and East Prussia by civilians and families of German civil servants has been in progress for the past 10 days. Construction of huge refugee camps in eastern and southern Germany was ordered to cope with the increasing flow.

5. Eastern commanders are worried by withdrawals in Italy endangering their positions on the southern wing of the Russian front.

6. Rundstedt's withdrawal certainly, and very probably also the death of General Dietl, the German commander in Finland, are outward signs of storm.

A story, unconfirmed but credited by foreign diplomats in Germany, is that Dietl carried an important document concerning military plans and was en route to see Hitler when his plane crashed in Austria, killing him.

This story is that from the wreckage of the burned plane all papers except the document were found, and that the crash was due to sabotage by an anti-army clique or by enemies within the army seeking to learn the contents of the paper.

U.S. Plane Crash

SYRACUSE, N.Y., July 8.—(AP)—An unspecified number of flight officers from the Syracuse army air base died last night when their combat transport plane crashed in Oneida Lake off Constantin.

Weather

Montreal	51	72	Regina	54	74
Toronto	51	70	Moose Jaw	60	80
North Bay	57	83	Saskatoon	60	82
White River	57	83	Edmonton	59	80
Port Arthur	54	72	N. Battleford	61	81
Kenora	50	64	S. Current	57	71
Winnipeg	73	89	Med. Hat	64	84
Dauphin	72	88	Lethbridge	62	82
Brandon	72	88	Calgary	59	79
Yorkton	68	84	Edmonton	56	76
Kamloops	72	88	Fairview	66	86
Kelowna	66	82	Beaveridge	71	91

THE FORECASTS
Saskatchewan and Alberta—Partly cloudy with comparatively cool today and Sunday. Light scattered showers chiefly in northern districts.
Manitoba—Mostly cloudy tonight and Sunday with scattered showers, chiefly in northern district, not much change in temperature.
Peace River District—Partly cloudy and comparatively cool today and Sunday with scattered showers.

Germans Begin Sending Robots From Belgium

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creasing weight of Allied bombs dropped on bases along the Pas de Calais coast of France. The R.A.F. announced that it was now using sixteen super-bombs against the French bases.

R.A.F. fighters claimed to have taken a heavy toll of the robots during the night, exploding them in the air before they could crash to earth with their 2,200 pounds of explosives.

It was disclosed today that on the night of July 4 one station R.A.F. bomb crashed through the roof of a cave at St. Leu d'Esserent where hundreds of flying bombs were believed to have been stored by the Germans.

Reconnaissance pictures showed that the bomb went straight through a hill and burst inside the cave, tumbling about 150,000 square feet of rocks into the cavern.

Subsequent pictures revealed that within two days the German Todt organization was working at full speed to repair the damage and last night the R.A.F. bomber command repeated the attack to undo these repairs.

Around the whole area the Germans built an elaborate system of anti-aircraft defence and the importance they put on the whole installations was further demonstrated by the large night fighter ring used in the area.

Last night's attack carried out in face of these heavy defences, was made after Pathfinders efficiently marked the target and the R.A.F. crews believed they wrecked the Todt organization's work and added more destruction to probably one of the key installations of the entire flying bomb organization.

EVACUATE CHILDREN

Altogether 40,000 unaccompanied school children have been evacuated from London since voluntary registration began last Sunday, and the health ministry has completed plans to continue the evacuation at the rate of 15,000 persons a day so long as anyone wishes to leave.

Mothers with small children and pregnant women were expected to be the next to leave, followed by the aged and infirm.

For those remaining in London, the first of London's five deep subway shelters—veritable underground cities—will open Sunday with accommodations for 8,000 persons. The others will be opened soon with a total capacity of 40,000 persons.

The shelters consist of two main tunnels 1,200 feet long fitted with groups of bunks which can be screened to give families privacy. Each shelter has a canteen serving both hot and cold meals, special dormitories for babies and isolation wards. They are bomb proof, gas proof and water proof.

C.C.F. Candidate

ST. BONIFACE, Man., July 8.—(CP)—Evariste R. Gagnon Thursday night was named C.C.F. candidate to contest the St. Boniface constituency in the next federal general election. He represented the same party in the 1940 election but was defeated.

Daily War Map—Exclusively in The Edmonton Bulletin



Allied Bombers Join in Furious Battle For Caen

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deposits, at St. Leu d'Esserent, near Paris, and that R.A.F. Mosquito bombers hit Berlin and a synthetic oil plant in Germany's Ruhr valley with two-ton block-busters.

Strong forces of Thunderbolts, Mustangs and Lightnings escorted the heavy U.S. bombers as they pounded at least seven bomb sites in northern France. Most of the targets were visible, although some formations encountered bad weather over the area.

STRONG OPPOSITION

The R.A.F. bombers, which carried out the night raid on robot bomb bases at St. Leu d'Esserent, north of Paris, encountered strong aerial opposition from German fighters and intense ground fire.

Although the individual losses were not listed, the air ministry announced that 33 bombers were missing from the raids on St. Leu d'Esserent, the Ruhr and Berlin.

Four enemy aircraft were destroyed by R.C.A.F. Mosquitoes in offensive patrols over France and another was shot down in a Canadian intruder operation south of Stuttgart.

Canadian Spitfire pilots accounted for at least five of 16 German aircraft so far reported as being destroyed over the Normandy battlefield yesterday.

R.C.A.F. Beaufighters of the coast-

Germans Lose Key Fortress Central Poland

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town but heavy fighting continued on both sides of the town through which Napoleon fled on his disastrous retreat from Moscow.

Soviet dispatches bore out the Nazi accounts of savage battles in the outskirts of Baranowicz, 225 miles northeast of Warsaw, as the Germans counter-attacked furiously in futile attempts to drive the Russians back from the city's walls.

Marshal Konstantin K. Rokossovsky's First Army of White Russia closed in on the city, into which the Nazis had moved a fresh tank division a few days ago in a desperate bid to block the westward march of the Soviets.

RAIL LINE CUT

Military observers saw no sign that the Germans would fare any better at Wilno than they did at Minsk. Baranowicz and dozens of other strongholds over-run in the greatest Red Army offensive of the war.

Berlin acknowledged that the Russians had cut the Wilno-Daugavpils railroad, the trunk line from Leningrad to Warsaw and one of the most important links in the communications among the German bases on the Eastern Front.

and smashed into the wall. She ran downstairs screaming with the attacker following. Near the front door she was felled with a bullet in the head.

Mrs. Rusan heard the shooting and started to leave the house, but she was shot to death as she crossed the garden.

RAN TO STREET
The gunman ran to Main street, jumped into his parked auto and drove south to where Preston and Remizoff were working. Silently he crept through the bushes, placed the pistol at the back of Preston's head and fired.

Remizoff began to run and the man pursued, firing as he ran. Remizoff was hit twice in the back and arm. The gunman pulled the trigger again but the gun was empty. He leaped at Remizoff and knocked him to the ground.

At that moment Neil Johanson, who was doing some excavation work on the lot with a bulldozer, grappled with the maddened killer and held him until help arrived.

COUPLE SEPARATED
Police said they had learned that Mr. and Mrs. Rusan had been separated for some time and that Mrs. Rusan had been living with the Prestons. Last autumn she went to the prairies where she met Remizoff and shortly after her return to Vancouver he came here.

The police said the killer emptied his gun twice, firing about 12 shots.

Mrs. Preston was the first victim and she was alone in the upstairs suite when the slayer entered the Main street house. The first shot nicked her hair

Double Murder Charge Placed Against Logger

VANCOUVER, July 8.—(CP)—

A double charge of murder was laid last night against Alexander Rusan, 55, Vancouver logger who ran amok here yesterday allegedly shooting to death two Vancouver women and sending two men to hospital with wounds which may prove fatal.

The victims were:

DEAD
Mrs. Lucy Rusan, 3771 Main Street, estranged wife of the man who is being held by police.

Mrs. Jack Preston, of the same address, Mrs. Rusan's sister.

WOUNDED
Jack Preston, of the same address, a friend of Mrs. Rusan, shot in the head.

Fred Remizoff, of 843 West 14th Street, shot in the stomach and arm.

The two women were slain at the neat, well built Main street home where they lived. Both were shot through the head.

Preston and Remizoff were later attacked at thirty-third and St. Catherine's streets, where they were working on a house construction job.

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Allied Troops Open All-Out Drive on Caen

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campaign, United Kingdom and Canadian troops plunged into the burning suburbs of Caen on a broad front and began a showdown battle that may determine the length of the war in the west.

Ronald Clark, British United Press War Correspondent, reported from the front at 6:30 a.m. (12:30 a.m. E.D.T.) that fierce hand-to-hand fighting was raging at key points deep inside the enemy's so-called "Byron line" of fortified villages on the approaches to Caen, the Germans' eastern anchor at the Chateaubourg-Paris highway and railroad.

"Progress was made in the first stages of the attack and a number of the enemy were wiped out," Clark said. "Our troops are sure and confident of the results."

CLIMACTIC OFFENSIVE

Gen. Sir Bernard L. Montgomery, Allied commander-in-chief, unleashed a climactic offensive against the strongest-held sector of the whole Normandy front, defended by about seven crack enemy panzer and three infantry divisions—1,400 tanks and about 125,000 men at full strength.

But Montgomery never makes a full-scale effort unless he believes he has a better than even chance of success, and Lt. Gen. Sir Miles C. Dempsey, 2nd Army commander, had nearly five weeks in which to gather his forces.

More than 450 huge four-engined Lancasters and Halifaxes of the R.A.F. Bomber Command struck the first blow of the long-expected offensive at dusk last night when they roared over the front lines in two waves and dropped 2,300 or more tons of explosives on German troops, guns and strong points just north of Caen in a half-hour parade of destruction.

RECORD BOMBARDMENT

Flame and smoke belched from Caen in northern defenses early today as massed British artillery began a bombardment reminiscent of the mighty barrages that cleared the way for Gen. Sir Bernard Montgomery's breakthroughs at El Alamein and the Mareh line in Africa.

"No cannonading like that during the first half-hour had been heard on this front since the assault on the beaches of D-Day," British United Press Correspondent Samuel D. Hales reported from Normandy.

The barrage shifted to provide a creeping curtain of protective shells bursting a few hundred yards in advance as the infantry rose from their trenches and prepared defenses and moved toward the German lines with tommy guns, bayonets and grenades.

MAIN ATTACK POINT

Dempsey's 2nd Army held positions two to four miles east, north, west and southwest of Caen, but the disclosure that the mighty R.A.F. bomber force struck principally north of the town indicated the main weight of the attack also was concentrated there.

British patrols thrust into the dock area of Caen yesterday and found it empty of Germans, but Allied authorities were cautious about interpreting this as a sign that the enemy has decided to pull out of the town without a finish fight.

Nevertheless, German broadcasts belittling the importance of Caen and contending that the Allies, if they capture the town, will find only ruins was taken as a sign that they will not make a costly or protracted defense before they fall back to less exposed defenses.

GAIN ALL ALONG FRONT

The new offensive put the Allies on the march along the entire 11-mile front in Normandy.

Americans on the central sector, streaming across the Vire river to the west bank above St. Lo on an ever-widening front, pushed to within 500 yards of the St. Jean-Denis, seven miles southeast of Carentan. Henry T. Gorrell, British United Press war correspondent, reported in a dispatch.

Another column driving down the

General's Aide



Capt. Richard L. Neuberger, journalist and member of the Oregon legislature, who was aide to Brig. Gen. James A. O'Connor during the period of construction of the Alaska Military Highway and Canal Project.

Date of Election May Depend on War's Progress

Continued from Page One

high, but if an early and favorable turn in the tide of allied fortunes takes place then an October or November election cannot be discounted.

In some quarters it is contended that even if parliament were dissolved in July it would be impossible to hold an election before November, because of the overseas vote. Basis of this argument is that it will take four months from the time special returning officers were named for the fighting forces overseas and the time the vote was completed.

If the prime minister were to dissolve parliament and allow four months between dissolution and election day it would mean a long election campaign, which, it is believed, would meet with little favor.

MUCH LEGISLATION

At the moment, if parliament continues at its present rate of progress, there seems little hope of the session ending until about the middle of August. There is yet much legislation to be dealt with, and even with the early passage of morning sessions no normal completion of business can be expected in July.

Stretcher Cases Frown to Britain Under Two Hours

WITH R.C.A.F. IN FRANCE,

July 8.—(CP)—Aerial evacuation ambulances, attached to the service which is removing air force casualties from the fighting areas on the continent, recently flew stretcher cases to Britain in less than two hours—and the trip included a brief stop at an intermediary field.

Injured men, members of the R.C.A.F. R.A.P. and R.A.F. Regiment, had praise for the smoothness and efficiency of the operation.

Carentan-St. Jean road in a pincers attack was 1,200 yards north of St. Jean, an Allied headquarters spokesman said.

The American beachhead across the Vire river was described at headquarters as two and a half miles wide and more than a mile deep.

On the western end of the front, other elements of Lt. Gen. Omar N. Bradley's 1st American Army continued to engage the German garrison of La Haye-Du-Puits in bitter street fighting.

Outflanking columns were approaching the enemy's only escape road south of La Haye, however, and the garrison soon must choose between abandoning the town or encirclement.

Allied spokesmen said there was fairly continuous German torpedo boat activity from La Haye against Allied shipping, ferrying troops to Normandy, but described German claims of sinkings as "grossly exaggerated."

Allies Capture Key Outposts Of Gothic Line

By REYNOLDS PACKARD

Exclusive to The Edmonton Bulletin

ROME, July 8.—Allied Fifth Army forces have captured Rosignano, Castellina and Colle di Val D'Elsa, three key outposts of the German Gothic defence line across Italy, in drives to within 11 and 23 miles of Livorno and Florence, it was announced today.

German resistance stiffened as the Allies battered into the approaches of the Gothic line. Violent battles were fought for all three of the newly-captured towns. They were taken in bitter street fighting at close quarters, and casualties were high on both sides.

Driving on beyond the over-run strongpoints, the Nazis defended to the last house, the American and French troops were meeting vicious opposition which slowed their progress to a walk.

The British Eighth Army maintained pressure on the German positions in the Arezzo sector north of Lake Trasimeno, and made small gains. Six miles south of Arezzo the Allied troops gained the southern slopes of Castiglione Maggio, and repulsed three counter-attacks.

In the Tiber valley the town of Carpini, six miles northeast of Umbertide, fell to Indian troops who also took Monte Cuzzo and forced the enemy out of Montone, although demolitions prevented immediate entry of the town.

In the Adriatic sector Polish troops drove four miles northwest of Osimo, reoccupied and now finally cleared up, to within five and a half miles of Ancona, major coastal anchor base.

Believes Canada Soon To Be Free Of Social Disease

WINNIPEG, July 8.—(CP)—Elliott

Ness of Washington, director of social protection for the United States government, said here yesterday Canada had an excellent chance of becoming the country most free of venereal disease.

Addressing a luncheon meeting of Winnipeg social officials, Mr. Ness said Canada had good leadership in its campaign against venereal disease, well trained medical men and a literate population.

He said despite the dislocation of family life caused by the war, the United States Army and Navy had the lowest V.D. rate in history.

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Vice-President Of U.S. Urges Arctic Parley

Continued from Page One

Mr. Wallace said this industrialization would develop in these areas only if it were made a national government policy in both countries.

Speaking of the exchange of ideas and samples of agricultural produce among the three Arctic nations, Mr. Wallace said the Russian people seemed very interested and friendly towards the proposition.

During his visit to Russia Mr. Wallace took a keen interest in farming operations where he said 90 per cent of it is on a collective basis. He told of one collective farm he visited which was managed by a woman, and where 70 per cent of the work was done by women, drawing attention to how the Russians are meeting the manpower problem.

SLOW IN CHINA

Returning from China, where he said agricultural development is very slow, the vice-president stopped in Fairbanks, where he visited the university and experimental stations, and again in Grande Prairie.

He went to the Dominion experimental station at Beaver Lodge, eight miles west of Grande Prairie, and spent Thursday there with W. D. Albright, superintendent of the station. He discussed

LIFE'S LIKE THAT



"I never putt... it spoils my game."

problems with Mr. Albright and gave him names of men doing similar work in Russia with the suggestion that they might exchange information and ideas.

Dr. Newton said Mr. Wallace told him the Russian people seemed to be working happily and enthusiastically under their new regime. He pointed out that problems in Russia and in northern Canada and Alaska are so similar that the

people of these different countries should be co-operating. He said it was interesting to note that the varieties of grain used predominately were Garnet and Thatcher, the same varieties that lead in Canada.

MANY APPLE TYPES

At Novosibirsk, which lies in approximately the same latitude as Edmonton, experimental work has resulted in the growing of 2,500

different sorts of apples, and similar work is being carried on in small fruits and berries.

Accompanying Mr. Wallace on his trip are John Carter Vincent, chief of the far eastern division of the U.S. Foreign Department; John Harrod, head of Lend Lease; and Owen Lattimer, deputy director of the Office of War Information.

The four engined plane carrying the vice-president and party arrived at the Edmonton airport at about 6:30 p.m. Friday and at 8:40 p.m. took off again on the return trip to Washington, D.C.

STOP-OVER CANCELLED

Original plans called for an overnight stop-over for the party in Edmonton and arrangements were made through Maj.-Gen. W. W. Foster, C.M.G., D.S.O., V.D., special commissioner for defence projects in northwest Canada for Dr. Newton and Mr. Sackville to meet Mr. Wallace. It was hoped that he would be able to visit some of the farms in the Edmonton district. Last minute changes made it necessary for him to continue his trip after only a brief stop here.

Chain of Airports For North Africa

CAIRO, July 2.—(CP)—A plan to lace North Africa from the Atlantic coast to the Suez canal with a string of airports is well under way, it was disclosed here yesterday. Engineers already have completed a 2,000-yard all-weather runway which will meet the needs of the biggest aircraft expected to fly over North Africa in the post-war years. Four hundred miles to the east, work is well advanced on a second similar airport.

Independents To Nominate Next Friday

Continued from Page One

as time promises, pie in the sky and promises of rain every Friday."

Party supporters at the meeting were divided on the question of naming a full slate of five candidates in the city riding.

H. T. Emery, K.C., suggested a full slate should be put in the field by the Independent party. Others suggested three strong candidates would be better, as it is impossible under the proportional representation system to elect a full slate.

A further suggestion by E. C. Perry was that no person should be nominated at the Independent party convention without the nominee being willing to "cut the ties" with any other political party.

TWO SPEAKERS

James H. Walker, Warner, Independent party leader, and George MacLachlan, Pembina, both members of the ninth Legislative Assembly dissolved Friday, spoke at the meeting. They were introduced by Mr. Page, chairman.

Mr. MacLachlan suggested independent party constituency organizations at country points were looking to Edmonton for a keynote in organizational work.

Mr. Walker said the party has a 50-50 chance to win the election, and predicted that with teamwork the party "can land the election the way we want to land it."

A Letter from Home!



—R.C.A.F. Photo

PO. Johnny Newbitt (right), who completed a second mercy flight Monday to Provost, Alta., where Dr. A. S. Perl is fighting a grim battle to save the life of 5-year-old D'Arcy Rosecki, daughter of a Provost district farmer, stricken with anthrax. The second flight was made to deliver anthrax serum. The first flight was made with

penicillin obtained from U.S. medical authorities here and was dropped by parachute Sunday afternoon. Accompanying PO. Newbitt on both flights was LAC. E. F. Hargus and Flt. Lt. William McDonald (centre), a communications flight pilot who flew Whitley bombers overseas. Every hope is held out for the child's recovery.

Regulations forbid individuals sending newspapers overseas. The Edmonton Bulletin prints the news of the week in letter form. Clip it out and send it to your loved ones and friends.

Dear

Three soldier representatives will sit in Alberta's next Legislative Assembly, according to a Friday announcement by Premier Ernest Manning. The premier said a provincial general election has been called for Aug. 8, and that on a later date, armed service members stationed outside of the province would vote to elect three non-partisan soldier-M.L.A.s—one from each of the three branches of the services. Women are eligible to be elected under the plan.

July 3

Sweeping across the Bretona district, 11 miles southeast of Edmonton, a gale of hurricane velocity smashed off tree trunks like match-stems, swept roofs of barns and buildings 400 to 600 yards, and wrought damage estimated at more than \$50,000 late on Friday afternoon. In addition considerable crop damage was done.

Alberta government health authorities, the R.C.A.F., and the United States Army medical services in Edmonton joined forces Sunday and Monday to use the new wonder drug penicillin and anthrax serum in a thrilling, desperate effort to save the life of little D'Arcy Rosecki, five-year-old daughter of a Provost district farmer, stricken recently with the dread and rare disease, anthrax.

City tax collections and sales of city-owned property during the six months' period ended June 30, show increases over the corresponding period of last year, according to figures released from these civic departments Monday.

The new enlarged enlisted men's service centre, conveniently located near the main gate of the U.S.A.A.F. air base, opened its doors to the station's enlisted men and their guests Sunday, July 2, at 1 p.m. The centre's two wings, east and west, with adjoining space, contain 4,800 square feet.

Date of Alberta's provincial general election has been set for Tuesday, August 8, according to un-

July 4

official information available Tuesday. In the event of this, nomination day will be July 29. Condition of five-year-old D'Arcy Rosecki, suffering from the rare disease anthrax, was reported to be much improved Tuesday after administration of penicillin, and anthrax serum.

Army and Navy Pats turned back Walk-Rites "B" 6-1 in the second half, and C.P. Airlines beat Bomberettes 6-4 in the curtain raiser of the City Girls' Fastball League double-header at Kingsway Park Monday night.

Leading all cities in Western Canada in the number and value of home building permits issued during the first six months of 1944, the Edmonton building inspector's department Tuesday released figures showing that 538 permits were issued for dwellings with a value of \$1,338,385, compared with 338 permits for the same period last year, the value of which was \$874,120.

Mrs. Mary Anne McDougall, of Hinton, died at the Edson hospital on July 1. Mrs. McDougall was born in Glengarry county, Ont., in 1854. She came west with her husband and family and settled on a homestead in the Riviere Qui Barre district in 1893. Coal mined in the Edmonton area during May, 1944, totalled 14,241 tons, some 7,211 tons less than the 21,452 tons mined in May of 1943, according to figures released Tuesday by John Crawford, chief inspector of mines. Field operations which will entail expenditure of approximately \$20,000 were launched Monday at a meeting of the Alberta Power Commission, held at the Legislative buildings.

D. P. Goodall, of the engineering staff of the provincial petroleum and natural gas conservation board, has been named as board member, it was learned Tuesday. He will fill a vacancy caused by the resignation of M. D. Kemp, who is now in the employ of the Bahrain Oil Company, which operates in the Near East. "We Americans of the Northwest Service Command feel proud today to stand together with our Canadian Allies and review more than two years of close co-operation and mutual trust and understanding which have resulted in the completion of many construction projects carried through by American and Canadian contractors, their civilian employees, and U.S. troops in Northwest Canada," Col. Frederick S. Strong, commanding officer of the Northwest Service Command, United States Army, said here Tuesday, as U.S. soldiers and citizens in this area celebrated Independence Day.

July 5

Held up at the point of a gun, about 11:15 p.m. Tuesday, John Verankton, proprietor, Edmonton Hat Cleaners, 10211 101 street, was relieved of a roll of money containing about \$30, according to city police. The gunman was described to officers as a man in uniform, believed to be that of the U.S. Army.

Mike Milner suffered his first defeat of the season in the City Men's Fastball League Tuesday night when the U.S.A.A.F. Enlisted Men shut out the Officers 1-0 on a five-hit performance by Danny Mumaw at Kingsway Park. It was the second straight reverse for the league leaders. Making his first appearance at Kingsway Park, "Slew" Cowan

hurled Central-Aerollers to a one-hit, 5-0 victory over Moose in a City Men's Fastball League game Tuesday night. The win increased Central's hold on second place.

The U.S. Signallers shoved the Yanks out and moved into second place in the standings of the Senior Baseball League when they tagged their American rivals 8-5 in their Independence Day fixture at Benfrew Park. Proving their defeat of the original holders of the Kavanagh tennis trophy to be no fluke, the Glenora pair of Tudor Edmunds and "Shorts" Purcell turned back the challenge of Harry Kinloch and Les McManus of Garneau by 6-1, 1-6, 8-6, 6-3 Tuesday night.

Creation of a wheat and grain division within the department of trade and commerce was announced Wednesday by Hon. James A. MacKinnon, minister of trade and commerce, who arrived in Edmonton Wednesday for a short vacation. The 1943-44 crop year will be remembered for the immense movement of grain in both domestic and export channels, Mr. MacKinnon said.

Discussions which may lead to a joint city and Canadian National Railways plan for the beautification of the approaches to the Macdonald hotel will be held here in the late fall, the minister declared.

The Bennett school of Edmonton grew enough potatoes in the school garden last year to realize about \$16. The money was sent to Prime Minister Winston Churchill for furthering the war effort. A letter acknowledging receipt of this donation, was received from No. 10 Downing Street.

July 6

There is no thought on the part of the Alberta government to refund the public debt of the province in the immediate future as a pre-election measure, Premier Ernest Manning stated Thursday. Famous Player Corporation of Canada will build a modern theatre in downtown Edmonton as soon as possible after the cessation of hostilities, Walter P. Wilson, manager of the Capitol theatre, stated on Thursday.

Harold Arthur Berge, 18-year-old son of K. H. Berge, 9008 98A street, who fell from the hood of the tractor upon which he was riding at the farm of Walter Hanson, Battle Bend district, on Wednesday was killed when one of the wheels passed over his body. R.C.M.P. headquarters in Edmonton reported Thursday. Wheeled planes of C.P. Airlines began making scheduled flights into Yellowknife district this week. Previously, an area was serviced by float or ski-equipped aircraft except for a period last winter when wheel landings were made on packed snow.

Army and Navy Pats scored two runs in the last of the seventh in the first City Girls' Fastball League game at Kingsway Park Wednesday night to edge out Bomberettes 3-2. Walk-Rite "A" shut out the "B" entry 7-0 on Betty Carver's two-hit pitching in the second contest. A big track and field meet, highlighted by the performance of F. Whiteley of Vancouver who won both the 100-yard dash and the 220, was held at No. 4 Initial Training School Wednesday afternoon to select competitors for the July 8 meet at Clarke Stadium.

The pessimists who predicted that Edmonton's population would fall below the 100,000 mark when the major United States war projects were completed, are due for a surprise when the 1944 population figures are released here at the end of the week. There will be a very substantial increase in the permanent resident population, and only a slight falling off in the number of transients, according to predictions made at City hall. Interest in the Alaska Highway throughout the Western United States is very great, and after the war thousands of tourists intend to make trips over the northern road, Rilea W. Doe, Oakland, Calif., vice-president in charge of public relations for Safeway Stores Ltd., stated on his arrival here.

July 7

Alberta electors will go to the polls in a provincial general election on Tuesday, Aug. 8, it was announced by Premier Ernest Manning. Nomination day will be Saturday, July 20.

Airports and equipment at Fort McMurray, Embarras, Fort Smith, Resolution, Hay River and Providence will be turned over by the United States to the Dominion department of transport for operation on and after Oct. 1 next according to Hon. James A. MacKinnon, minister of trade and commerce, and members of parliament for Edmonton West.

July 8

One of the big week-end features will be the annual church parade of the Canadian Corps Association which will be held tomorrow afternoon. It should be a great gathering of the boys of the Old Brigade.

The event that is attracting the most attention here is the special Canal Edition of The Edmonton Bulletin which is out today. It contains 100 pages and is the biggest edition ever published by an Alberta newspaper.

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Published every afternoon except Sunday by
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Good Neighbors

This edition of The Edmonton Bulletin is designed to show, in graphic and emphatic form, the magnitude of the Canol Project and the example it has set in the way of international co-operation. It is calculated to point out what tremendous things can be accomplished by determined men, willing to work together, under the pressure of wartime necessity.
For even before the war was well under way, Prime Minister Mackenzie King and President Roosevelt met, in far-sighted wisdom, to plan a mutual defence.
Here then was a colossal undertaking which had to be completed if the North American continent was to be safe. Into it were poured money, brains and devotion. These were vital factors in the job. But the most vital factor of all was co-operation. The thing that really saved North America was the fact that Canada and the United States are good neighbors, that they are able to work together and think together and live together.
The entire vast question of Canadian-American relations comes under review in the success of this prodigious Canol Project.
Granted that the relationship is purely platonic; for Canada desires to be neither wife nor mistress of the United States. Granted, as is supposed to be the case with individuals in heaven, that there is precious little real marrying and giving in marriage among nations on earth. The fact remains that, each living in her own house, Canada and the United States have shown what enormous feats can be accomplished through the magic of co-operation.
And if these wonders can be worked by good neighborliness under the threat of a common enemy, why can similar wonders not be worked in peacetime to build a happier, safer and freer continent?

Good neighborliness, effective in the Canol Project, has helped to destroy the threat of an aggressive Japan. But Japan is not the last enemy. There still remains the threat of social and economic insecurity, the fear of poverty, the fear of sickness, the fear of unemployment, the fear of old age.
What can good neighborliness contribute to the solution of these problems? Surely a contemplation of the magnitude of this colossal undertaking, carried out by co-operation, serves to diminish the magnitude of all others.

Obstructionism

Finance Minister J. L. Isley has raised in the Banking and Commerce Committee the charge of obstructionism against G. G. McGeer, K.C., Arthur Slaght, K.C., and other monetary reformers who are properly insistent upon presenting the full case for the destruction of the private money monopoly in Canada.
Yesterday, Mr. Isley lost his temper and declared that Mr. McGeer was accusing him of "trying to control the committee"—a charge which was probably true whether Mr. McGeer actually made it or not.
However, it is not Mr. McGeer and Mr. Slaght who are the obstructionists. In urging the re-taking for the Canadian people through Parliament the right to create their own new money, these gentlemen are merely elaborating the statement made by Prime Minister King in the 1935 election which was overwhelmingly endorsed at the polls by the people of Canada.
Again in 1940, Mr. King reiterated his stand on the necessity for the people's control of currency and credit. Again that policy was unanimously endorsed by a great majority of electors.
How does that stand differ from the contention of Messrs. McGeer and Slaght that there is a crying need for a prohibition on the Government borrowing new money into existence bearing debt through the private banks, and for compelling the Government and all departments to create such new money as is necessary by spending it into existence through The Bank of Canada?

If Mr. McGeer and Mr. Slaght are obstructionists, it must be obstructionism to carry out the will of the Canadian public. It is becoming more and more clear that in his efforts to cling to a monetary policy of private monopoly, which is not only obsolete in principle but thoroughly repudiated by Canadian voters, Mr. Isley is himself the obstructionist.

Wanton Barbarity

The British clamor for retaliation against the wanton barbarity of the sustained German attack on London with flying bombs has had no direct reply from Mr. Churchill or any member of his government. It is unlikely that the suggested retaliatory raids on non-military German towns will take place.
But Mr. Churchill, in his statement to the British House of Commons, did imply that these continued attacks would have grave consequences. This has been interpreted, and probably correctly, to mean that the current savage assault on London civilians would have the result of making Allied peace terms stiffer.
Thus, even this brutal and militarily ineffective new weapon will have its use. For the humanitarian zealots, who lately

have become increasingly articulate, need to be damped a little. It has been pointed out many times that the chief threat to the fruition of victory will be the sentimentalists who will begin to urge, as they did after the last war, that the vanquished be treated with sickly charity.
The rocket bomb campaign has put a temporary stop to this nonsense and the indications are that the Nazis have again overreached themselves in an attempted reign of terror which has only succeeded in hardening Allied hearts.

Europe's Safe

There is something solidly satisfactory, and even stirring, in the news that several hundred English policemen are taking part in the job of restoring order in reoccupied European territories. They are specially picked men from the towns and villages of Britain.
One cannot be sure, of course, that the French and Italian people will react to the presence of these constables as the British are wont to do. But surely the powerful psychic aura of an English village policeman should survive a sea voyage. Surely it will stand transplanting.
For there is something essentially universal about the monumental calm of one of these pillars of law and order. Before his placid bulk all panic flees. Before his phlegmatic blue eye all mystery melts away. He flouts the "terror by night"; he turns away the "arrow that flieth by day."
Even his "Here, now, what's all this about?" is a greater public sedative than tons of barbiturates.
Now we know that Europe will be safe. Allied troops are giving the Europeans freedom. English bobbies will permit them to sleep o' nights.
The removal of the duty on agricultural implements, and cancellation of the ten per cent war exchange tax, is explained as a war measure intended mainly for post-war results. The idea is that farmers will thus be encouraged to replace worn-out machinery and equip themselves with more machinery, and so get in position to produce to the best advantage and on the largest possible scale at a time when men now busy may be seeking employment on farms.

Looking Backward
From The Bulletin Files

1894: 50 Years Ago

Telegraphic:
Laurier will tour the Northwest this summer. Sir Charles Russell has been made Lord Chief Justice of England.
Japan is to land troops in Korea, and war between Japan and China is regarded as inevitable. Delegates to the Colonial Conference were banqueting by the Toronto Board of Trade.
Further inquiry into the Curran bridge scandal was made by the public accounts committee of parliament.
The House of Commons discussed a proposal to grant a subsidy of \$75,000 per year for a fast Atlantic steamship service.
Yesterday marked a new chapter in the great railway strike in the United States. Legal proceedings have been started against the heads of the railway unions. Debs and his associates of the A.R.U. are under arrest. It is expected that all knights of labor will be on strike by the end of this week. Rioting has ceased, but the military train sent out from Sacramento was ditched, the engineer and a soldier killed, and others injured.

1904: 40 Years Ago

The Rev. Father Sinnott, chaplain of the 2nd C.M.R. in South Africa, is in town.
F. Oliver, M.P., informed the Board of Trade in a letter that the department of the interior has reserved the necessary land in the Beaver Hills for a deer park.
The Public School Board has been authorized by the department of education to raise \$38,000 by issuing debentures.
The Russians claim to have repulsed a fierce Japanese attack on Port Arthur, but admit 1,000 killed.
The Arcola extension of the C.P.R. is nearing completion.
Gen. Torrez, who defended Santiago against the Americans, died a lunatic.
Hon. H. Emmerson opened the new lift lock at Peterborough, the largest in the world.
E. Looby returned yesterday from Saddle Lake.

1914: 30 Years Ago

Ottawa.—J. D. Hyndman, Edmonton; M. S. McCarthy, Calgary, and W. C. Ives, Lethbridge, are newly-appointed judges to the supreme court bench of Alberta.
Vancouver.—An early morning attempt to land the 300 Hindus from the Komagata Maru in Morot boats was frustrated by the immigration officials.
There was a flurry in oil stocks and interests Saturday when news reached town that oil had been found northwest of the city in the Nakamun field.
Two hundred and fifty thousand dollars was the price paid by a Seattle syndicate for 200 acres of fruit lands in the Fort George vicinity.

1924: 20 Years Ago

Winnipeg.—Two city detectives and the man who shot them were wounded in a sensational pistol fight which started in a branch of the Bank of Commerce and ended in an alley. The gunman was accosted while in the bank trying to exchange stolen foreign currency.
The attorney-general's department has issued injunctions stopping the transfer of land owned by Ukrainians in the Smoky Lake district and sold for arrears of taxes.
Ottawa.—The grain inquiry commission cost \$125,000.

1934: 10 Years Ago

San Francisco.—The city's waterfront bristles with bayonets while 1,300 National Guardsmen patrol the battleground where three persons were killed and 34 wounded by police fire yesterday.
Paris.—The cabinet ordered mobilization of thousands of police for riot duty, to prevent clashes between patriotic groups around the tomb of the Unknown Soldier where thousands of members of the Croix de Feu are to march tomorrow.
Berlin.—A political truce was put into effect by the Nazi high command in an effort to erase all traces of Germany's second bloody revolution.
Berlin.—A Mannheim plant is producing sugar from wood, and a duty has been imposed to prevent importation of wood-sugar.

Today's Text

For as the body without the spirit is dead, so faith without works is dead also.—James 2:26.
Faith is the root of works. A root that produces nothing is dead.—Thomas Wilson.

Private Enterprise for the American First Lady

Mrs. Dewey Wants Life in White House "Normal As Possible"

By DOROTHY THOMPSON

In the first interview which the charming Mrs. Dewey gave to the press, she declared that she hoped that in the White House life would be "as normal as possible." She does not, she said, intend to make speeches or write for newspapers or magazines.
The question of what is a "normal" life for the wife of a president has been discussed during the present administration as a sideline criticism of the incumbent first lady. Mrs. Roosevelt, some have charged, does not behave "normally." Do they mean normal for the particular lady, or normal according to a pattern? Obviously, they mean the latter. For the real foundation of the criticism of Mrs. Roosevelt is that as mistress of the White House she has behaved exactly as she would have done anywhere else. She has cultivated the same sort of people that she would have done anywhere else. She has cultivated the same sort of people that she would have enjoyed in social problems she has gone on pursuing her interests with the enlarged opportunities which her position has afforded. Not being particularly fond of formal society, she has not gone in for it beyond the point of duty.
Mrs. Dewey remarked that although little boys who aim to be president can set themselves for the role, little girls have never been trained to become first ladies.
But though little boys may have ambitions, they are also not trained

to become first gentlemen, and the manners and behavior of presidents have been as various as their origins and tastes. This is not a monarchy where either prince or princesses are trained for the throne. Thus, Calvin Coolidge was always a man from Maine street; Harding was a cheapish politician in the White House and out of it; Mr. Hoover retained the upper middle-class business executive's manner, tastes and style; Theodore Roosevelt, the most literary president in many a year before or after him, wrote for publications, reviewed books, and invited more writers to the White House than have entered it before or since, and his breezy manners were entirely his own and like his cousin Franklin's, distinctly upper class. Abraham Lincoln fitted conventional ideas of how a president

should behave as easily as his own clothes fitted him. That president, who wrote the most perfect English since Jefferson, talked in conversations in ironic frontier parables and horrified the stuffy aristocrats.
So it is only about first ladies that there is a convention—strictly Victorian. In a world in which millions of women earn their living, in which Republicans and Democrats women sit in Congress and on national party committees; in which women of both parties are writers, journalists, business executives, and even farmers, there is still a persistent prejudice that the essential business of the first lady is to "play house" in an elegant manner—as though the White House beds would not be made or

the meals served on time without her constant supervision, and as though it were somehow indecorous for her to take a direct interest in the larger affairs of the world.
Now that the Republicans have written a plank in their platform calling for a constitutional amendment to remove identical conditions for men and women, can't we give first ladies a break? Mrs. Dewey, I understand, once wished to be a professional singer. If she should again wish to pursue this ambition and sing on the radio, wouldn't that be her own business?
A great thing about this American democracy is its tolerance for letting people be themselves as long as they keep within the law, and what is normal for one woman is abnormal for another. Mrs.

Roosevelt is no more tailing Mrs. Hoover or Mrs. Coolidge than their husbands were tailing Mr. Roosevelt.
I see not the slightest reason why it is more fitting for a lady to be interested in the Girl Scouts than in the Women's Trade Union League, or to visit bridge parties in preference to social calls, or to roll bandages for the Red Cross in preference to bringing cheer to troops and hospitals.
Let's have freedom for first ladies—as long as they are ladies and do not spit on the floor or get themselves involved in sordid scandals. I can't remember any first lady who ever did. And that's not 100 per cent true of all the first gentlemen.
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Racial Discrimination in Election Act

Inclusion Said Due to Oversight in House of Commons

By GRANT DEXTER

OTTAWA.—The amendments to the Dominion Elections Act, containing a provision which introduces racial discrimination into this statute for the first time since 1917, has been amended in the Senate and now goes back to the House of Commons. The Commons must approve the change which the Senate has made in the bill.
In the past, the Elections Act has provided that any person disqualified for racial reasons from voting in a provincial election, shall be equally disqualified in a federal election. In effect, this meant that a Japanese resident in British Columbia was disfranchised. If he resided in any other province which allowed him the vote, he was eligible to vote in a federal election.
To this section of the old act,

the new legislation added this prohibition:
"Every person residing in Canada whose racial origin is that of a country at war with Canada, if such person at the time of a Dominion election would be disqualified by reason of race in any one of the provinces of Canada while residing therein, from voting at an election of a member of the legislative assembly of that province, and who did not serve in the naval, military or air forces of Canada in the war of 1914-18, or in the war that began on the tenth day of September, 1939."
This meant, simply, that if any province disfranchises persons of enemy origin, the prohibition in federal election will be complete. Under the old act, Japanese in British Columbia would have been denied the vote federally in that province only. The denial would have been due to the fact that the British Columbia legislature had

disfranchised Japanese in provincial elections.
Under the amendment, however, Japanese in all the provinces would be disfranchised. The provincial discrimination would become a national discrimination, and the amendment was wide open to similar measures in any province of Canada with respect to any other enemy alien group. If Manitoba, for example, disfranchised persons of German race, such persons in every part of the country would have been denied the federal ballot.
This section of the amending bill had been passed by the Commons and sent to the Senate. Liberal Senators—chiefly Norman Lambert, Cairne Wilson, W. A. Buchanan, J. Bench and William Duff—attacked the bill. Hon. J. H. King, government leader in the Senate, endeavored to pacify the objectors. Mr. Lambert described the bill as "re-

presenting most hateful feature of Hitler's Nazi doctrine of racialism." Mr. Buchanan recalled the fight against the Wartime Elections Act of 1937, in which he had participated as the member for Medicine Hat. He took the same ground against this bill as he took against the 1917 bill.
"My contention," said Mr. Buchanan, "is that so long as they (persons of enemy race) obey our laws and comply with the requirements of Canadian citizenship, their rights should not be disturbed. We talk much about the pledged word. True, these people have made a pledge to us, but was not the giving of citizenship to them a pledge on our part? If, as good citizens they keep their pledge, why should we break ours?"
It was pointed out that the United States, even after Pearl Harbor, had done nothing of this kind.
The motion to strike out this racial discrimination clause was defeated. But Senator King came forward with an amendment which removed some of the objectionable features. The amendment restricted the application of the bill to Japanese. Other groups of enemy aliens were removed from the scope of the measure.
The amended bill would mean that the disfranchisement of the Japanese, instead of being restricted to British Columbia, would be applied all over the nation. In degree, the amended bill was less open to criticism, but the principle of racial discrimination remained.
The amendment moved by Senator King was adopted and the bill carried on division. It is notable that the majority of the Liberal Senators present at the time voted against it. The government carried the measure in the Senate only with the aid of Conservative senators, most of whom vigorously applauded it.

Pearl Harbor Officers Treated Unjustly?

Alleges Men Condemned Without Ever Coming to Trial

By WESTBROOK PEGLER

NEW YORK.—One night in September, 1935, Huey Long was shot in the belly in his own state capitol in Baton Rouge. A young surgeon, who was instantly torn to tatters by 30 slugs from the guns of Huey's bodyguards was convicted by Long's biographers and emotional public opinion of firing the shot that killed the Kingfish. No formal, honest effort ever was made to determine whether Huey Long was assassinated by Dr. Carl Weiss or by his own bodyguards, whether by accident or with treacherous intent. Dr. Weiss might have been murdered by conspirators with intent to place the blame on a dead man.
It is unlikely that public opinion ever will be reversed because the cohorts of the Kingfish, most of them racials, many of them later went to prison, had control of the machinery of investigation and they not only prevented intelligent study of the facts but created permanent confusion.
Like Dr. Weiss, Rear Admiral H. E. Kimmel and Maj. Gen. Walter Short, the American commanders in Hawaii when the Japanese attacked Pearl Harbor, have been placed under a cloud of presumed guilt, although neither officer ever has been tried or even served with any formal accusation. The only charge contained in the formal, unjudicial "conclusions" of the Roberts committee, named by President Roosevelt soon after the attack, to "provide a basis for sound decisions." These officers were accused and convicted in the same few words by a quasi-official group of five men, who, in this capacity, were in the position of just so many scandal-mongers.

great, historical disaster, that is given a mildewed bum accused of jack-rolling in an ordinary American police court. Both officers were assured that they were not "on trial" in the Roberts inquiry. Indeed, in the legal sense, they were not, for the committee had no right to try them. And, because they were not "on trial" they were denied their right to trial counsel and their right to cross-examine witnesses. Nevertheless, in its closing paragraphs, the Roberts report, floating much of its own earlier work, did convict these men of "dereliction of duty."
This committee was President Roosevelt's own creature and beholden to him, although Mr. Roosevelt, also, has a personal stake in the case under investigation. Some phases of his own conduct were open to question and, possibly to condemnation. But, by reason of his position, he stood above the jurisdiction of the Roberts committee while Kimmel and Short were exposed to inquiry, blame and disgrace.
Few of the American people to whom the Roberts report actually was addressed, have the patience or the discriminating, studious analytical ability to parse a document so long and tedious and detect its inconsistencies. Few of them realize that the Roberts inquiry was a rush-judge, prejudicial even to sober justice, and that its report was calculated to pre-judge Kimmel and Short and eliminate President Roosevelt.

not to have known that in reporting Kimmel and Short guilty of "dereliction of duty" they were creating a substantial presumption of serious guilt against men who had not been seen served with charges. Much less tried.
They knew that their conclusion of "dereliction" had no more weight in the scales of justice than so much common gossip. President Roosevelt, for all the vague, but very "aggressive powers" imputed to him by Attorney General Francis Biddle, had no more right to bypass the courts martial established by law to determine such issues than he has to appoint a "committee" of corner loafers to "provide a basis for sound decisions" as

to whether a private citizen is guilty of counterfeiting, fraud or treason, preliminary to formal charges and trial.
The committee's reasons for lending themselves to this irregular proceeding may have been patriotic. The nation has been shaken and, for the critical time being, there was such a terrifying need for confidence in the President and his government that even the rights of presumably innocent men might have seemed expendable for the immediate gain in national morale.
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SIDE GLANCES

The inquiry was not a court-martial but a kangaroo court. Neither the admiral nor the general was given the same opportunity to protect his name and the public interest and to establish the truth of a

In the fight over the Roosevelt court-packing plan few Americans studied the bill and the debates with sufficient intelligence and care to learn that it would have affected all the federal courts. Thus, to this day, the common belief is that this was a scheme affecting the supreme court only. Similarly, probably not more than one citizen in a thousand has studied the Roberts report. The result is that these Americans whom the new deal refers to as "common" men and "the masses" have been "indicted" or "convicted" of horrible betrayal of duty and trust. The fact is, however, that to this very hour they are as innocent as Mr. Roosevelt himself.

Now, of course, the boy in the granite utensil is not a boy from Toronto. He is not an individual at all. He is a legend. The first time, years ago, he was reported in Windsor, Ontario. Then there were rumors of his appearance in Halifax, and presently he had travelled to Vancouver. Everywhere people amazed to find a small boy wearing a paper bag and then to discover the grisly secret hidden beneath it. A mighty Canadian myth has been established. The boy with the granite utensil wedged firmly on his head staggers blindly across the lonely land of Canada and will reel, sightless, helpless but unbowed, down the centuries.

It is a wonderful myth. It has all those basic elements of comedy and tragedy which make up the great myths of the world. When Childe Roland to the Dark Tower Came it was no darker than in the granite utensil. Even the one-eyed giant in the Greek mythology had an advantage over the heroic Canadian boy who has no sight at all. He belongs to the grand tradition of Prometheus bound, the blinded Oedipus, and Dumas' Man in the Iron Mask. Throughout literature runs this basic theme of a hero incapacitated by cruel fate, yet refusing to surrender, marching on in darkness to the end.

Down through the centuries will go the lonely boy in his hideous private prison, and each century will vary the legend according to its own circumstances and ways. Pro-

Material from Canada

By S. T. RICHARDSON

OTTAWA.—An effort is made in the first report of the Mutual Aid Board to set out the scale of material assistance conveyed by Canada to other nations in terms of weapons, articles and supplies. This is a form of realism that takes the dollar sign off mutual aid and shows in the only terms that really matter, the number of guns and shells, of tanks and ships that Canadians have made and that our allies are using to defeat the enemy.
This is a radical idea, for the debts that arose among nations during the last war were constantly mentioned in money terms and the cash debt listed (and bedeviled the international relations) long after the original purposes were cloudy in memory. To show mutual aid in terms of material things is obviously the only true way to report the assistance extended by Canada, for it is rifles and bullets that count, not dollars and cents. The same device would serve in reporting peacetime trading relations, for it is goods not money that a nation imports and exports. And it is in goods that a nation should expect to be paid for the exports it sells to another nation.
The supplies forwarded to Britain form a lengthy list, ranging from 42 Lancaster bombers to 411,000,000 pounds of bacon. Main interest has centred on the mutual aid destined for the United Kingdom, but the supplies going to other recipients will loom larger in the totals in the next report. Taking the dollar sign off mutual aid to Russia, for instance, the supplies delivered to March 31, were:
Armored fighting vehicles: 44
Universal carriers: 44
Explosives (lb.): 4,800,000
Mechanical transport: 340
Vehicles: 340
Miscellaneous: 44
Lathes: 44
Planers: 44
Type and blank: 870,000
Grinding machines: 15
Dietets and rails: Short tons

It is of the main items in the Australian mutual aid account has been \$13,651,707 on behalf of Australia's share in the Commonwealth Air Training Plan. But actual supplies delivered between Oct. 1, 1943, and March 31, 1944, were:
Chemicals (long tons): 628
Radio sets: 24
Machine guns and small arms: 184
Mechanical transport vehicles: 3,009
Miscellaneous: 918,000
Web equipment sets: 918,000
Ships: 6,700-ton cargo vessel: 1
Lumber: M.B.F. 23,504
Wood products: 614
Metals: 612
Agriculture implements: 20
Aircraft parts: 393
The main items at present in mutual aid going to Australia are motor transport, timber, aluminum, plywood for airplanes, box shooks, and shipping service to Australia, including the charter of Canadian ships for Australian coastal service.

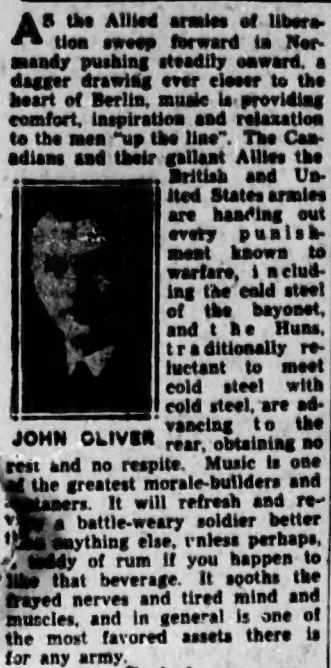
Steel rails: 13,756
Ferro-silicon alloys: 854
Cadmium: 104
Lead: 10,672
Aluminum: 13,477
Nickel: 1,210
Wheat: 10,000
Pyrotechnics (units): 156,418
To these items should be added Canadian supplies reaching Russia via the United Kingdom in the period before mutual aid. This included 1,223 tanks, 1,348 Bren carriers, 29 sets of radio equipment, 30,000 tons of aluminum and 27,000 tons of copper.
Down to March 31, the deliveries of Canadian supplies to China, given in terms of value and tonnage, were:
Value: \$132,049,679
Estimated freight and shipping charges, 10%: 918,204
Total: \$132,967,883

Estimated Short Tons
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Major and Minor Notes

By John Oliver



JOHN OLIVER

As the Allied armies of liberation sweep forward in Normandy pushing steadily toward the heart of Berlin, music is providing comfort, inspiration and relaxation to the men "up the line". The Canadians and their gallant Allies the British and United States armies are handing out every possible musical instrument known to warfare, including the cold steel of the bayonet, and the Hun, traditionally reluctant to meet cold steel, are advancing to the rear, obtaining no rest and no respite.

Music is one of the greatest morale-builders and it will refresh and revive a battle-weary soldier better than anything else, unless perhaps, a goodly of rum if you happen to like that beverage. It soothes the frayed nerves and tired mind and muscles, and in general is one of the most favored assets there is for any army.

Although the 3rd Canadian Division with its auxiliary troops, has been heavily engaged since the initial assault on June 6, the men have found in music the stimulation they require. And they have shown that the rare sense of humor they have always possessed, and without which the life of the soldier of the line may become exceedingly troublesome, is with them as much as ever. The Canadian, British and United States soldiers have shown that they can turn almost any situation, pleasant, tragic or otherwise, into a light-hearted song. Why, they have even concocted songs in praise of sergeants.

This light-heartedness does not seem to be characteristic of all other nations. The Huns must have something on the ponderous side, like The Watch on the Rhine, to warble. The gallant French Army prefers to march to the stirring strains of La Marseillaise or Le Regiment Sambre et Meuse, although in the Great War of 1914-1918 the Pollux unbent a little to thunder out the virtues and attractions of La Madoelon as they swung down the cobbled roads.

There has come to hand a parodied version of the popular, or once near-popular ditty Pistol Packin' Mama, which has been adapted by Canadians who are singing it as they battle in and around the Caen area. The boys call it "Lugger Luggin' Ludwig." If you happen to know such tune as the original possesses, you will have no difficulty in singing the Canadian version. Here it is:

Lugger Luggin' Ludwig,
Having lots of fun,
Till one night we got him right,
And now he's on the run.
We licked you on the beaches,
Chased you through the towns,
You're not safe if we reach you,
So, lay that Lugger down.

Lay that Lugger down, Kid,
You haven't got a chance;
Lugger Luggin' Ludwig,
You're all washed up in France.

When United States forces went ashore in the Cherbourg area, they were accompanied by a song that had been specially written for the occasion by two American writers. The song is titled Rise for Your Home and Your Land, and was designed to set loose the pent up underground forces of the occupied lands of Europe. The words are by the American physician-poet Merrick Fifield McCarthy, and the music by Jacques Wolfe of New York. Mr. Wolfe already is well known by at least three songs, his British Children's Prayer, Shortland Bread, and De Glory Road. Dr. McCarthy, who is associate professor of ear surgery at the University of Cincinnati collaborated with Mr. Wolfe in the British Children's Prayer.

The new song has been translated into the various languages of the countries overrun by the Hitler hordes and is reaching them today through the broadcast voices of many noted American singers of foreign birth. It is reported that the song has been successful in its mission, and has aided the underground in its work. Incidentally the supreme Allied command has acknowledged the value of the work done by the underground.

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Soloist



Ian Docherty, baritone, formerly of this city, who will be the soloist with the Vancouver Symphony Orchestra, at a concert to be given at the Maitlin Memorial Bowl, Stanley Park, on July 16.

The text of the song, copyrighted by the author, is as follows:
Rise... rise...
Rise for your home and your land.
Now... now...
Take up the blade in your hand.
Fight for your children.
Fight for your wife.
Strike with your hammer.
Strike with your knife.
Lay them in blood who would ruin your life.
Rise for your home and your land.
Rise... rise...
Rise for your home and your land.
Now... now...
Take up the blade in your hand.
Better to die,
And lie in your grave,
Than grovel and cringe
And live as a slave.
God is with us. With God we shall be free... free... free.

There may be a new era dawning for two songs, which in the early days of the war, enjoyed widespread popularity, but which went into a rapid eclipse with the collapse of France in 1940. Soon after the opposing armies took up their positions in those now far-away days when this was supposed to be a "phony" war, two songs, similar in theme and almost alike in title made their appearance. One was called We're Going to Hang Out Our Washing on the Siegfried Line, and the other was called I'm Sending You the Siegfried Line to Hang Your Washing on. When the Siegfried Line was left far behind, and the Maginot Line crumbled the two songs went into oblivion for very obvious reasons. Now with the Allied armies pointed in the direction of Germany the troops may dig into the old "pork barrel" and bring out those two songs—and they were as good as any this war has produced.

Ian Docherty, baritone, formerly of this city, will be guest artist with the Vancouver Symphony Orchestra under Sir Ernest MacMillan, in the Maitlin Memorial Bowl, Stanley Park, on July 16. He will sing the Prologue to Leoncavallo's opera Pagliacci. Mr. Docherty, one of the most talented and conscientious singers developed here in recent years, was here during the last musical festival in May and although his visit was primarily one of business, he found time to enter into the old "pork barrel" and win—the old competition.

Mrs. James B. Carmichael, general musical director of the Edmonton Civic Opera Society, is busily engaged with the society directorate in formulating plans for next season. While selection of works to be performed has not yet been made, several are under review, and it is likely that a decision will be reached in the near future. At the moment the two shows most favored are Rudolf Friml's High Jinks, which enjoyed a long run in New York in 1914-1915, and in London during 1917-1918, and Maxime, for which Sigismund Romberg wrote many critics consider his finest score. Certainly he has written none better. A fair guess might be that High Jinks will be presented in the autumn, and Maxime in the spring of 1945. But something definite likely will be known in the near future.

Trade Sought

WINNIPEG, July 8.—(CP)—There is a desire in Chile for increased reciprocal trade with Canada, Edwardo Grove, Chilean ambassador to Canada, said in an interview here yesterday. He is at present visiting Western Canada.

See No Appeal From Rulings Of Air Board

By JAMES MCCOOK

OTTAWA, July 8.—(CP)—Progressive Conservative members said in the Commons yesterday that under the government aeronautics bill a province's request to operate an air service might be rejected by the Air Transport Board from which there would be no appeal.

Munitions Minister Howe, piloting the bill to set up the Air Transport Board, said that applications for authority to establish air services would be examined on their merits.

The minister said he denied that dictatorial powers were being given any minister under the bill, although it had been charged he sought to become a dictator of air services.

ACCEPT AMENDMENTS
Examination of the bill continued at the evening sitting, with Mr. Howe accepting two amendments proposed by Conservative members.

The minister accepted a suggestion of John Diefenbaker, (P.C., Lake Centre) that decisions of the board should be subject to appeal to the Supreme Court of Canada on questions of law and jurisdiction.

Also accepted was a suggestion of P. C. Black (P.C., Cumberland) that the chairman of the board be appointed for 10, one member for seven years and the third member for four years. The bill proposed that the appointments be for 10, nine and eight years, respectively.

CAN START COMPANIES
Mr. Diefenbaker said it appeared the provinces had the power to start air companies not subject to Dominion authority except in respect to safety regulations and airman's qualifications.

Air services between cities and towns would not interfere with the main line service by the government Trans-Canada Air Lines. A statement should be made on the development of airports at cities such as Winnipeg and Saskatoon and Prince Albert, in Saskatchewan which would be on world air lines of the future.

Mr. Howe said he did not think obstacles would be placed in the way of provincial services.

Mr. Diefenbaker said there was no right of appeal from board decisions.

Mr. Howe said the matter could be brought before the courts if an air line started a service without board permission.

QUESTIONS POLICY
Alfred Benca (P.C.—Saskatoon City) said that in light of the power given the new board and the transport minister he wondered why it was necessary to continue the policy of divorcing railways and air services after the war. If the policy was carried through there would be a complete government monopoly of all air lines.

Mr. Howe said the government policy was based on the question of whether the two major railway systems should be allowed to pre-empt the air of Canada. The government held that against the public interest.

No extension of government ownership into the airways was indicated by the bill.

Mr. Benca said it appeared that the minister envisioned the possibility of Canadian Pacific Air Lines continuing its present routes, although divorced from the Canadian Pacific Railway. He said he could not continue his stand that objectionable features of competition would be removed.

HOLD EVERYTHING

Gordon Graydon, Progressive Conservative house leader, said there was an alliance between Mr. Howe and the C.C.F. in support of the bill.

Just a minute—I don't tell you how to cut hair, do I?

Translated literally, jujitsu means "the gentle art."

Mother: "Before we start to do anything else, let's go work in our victory gardens. Get the two hoses from the garage, will you, son, and I'll be with you right away."

Mother: "Put down that book and go hoe your garden."
Son: "I never start to read that you don't tell me to do something. I wish I'd never started a victory garden."

Telling a child to stop something he is interested in and go work alone is a pretty sure way of making him dislike the task to which he is sent.



"I'd rather see the whites of THEIR eyes first!"

To Escape Robots Sad Scenes in London As Kiddies Again Leave

By MARGARET ECKER

LONDON, July 8.—(CP)—There were clouds in London yesterday—but not the kind that hang in the sky. There were clouds in other places. Places such as Euston station, for instance.

For more than two hours stood there while the sunbeams drained out of the city, while mothers, choking back tears, said goodbye to their children, while other mothers, babies in their arms, said goodbye to their husbands. They shouted out heart-breaking, meaningless things as the trains left for Lancashire, North Wales and Yorkshire.

You know, if you lived in London in this buzz-bomb season, that they were actually thinking "keep safe no matter what happens."

Between Mrs. Hawkins from across the river—"over there" and she nodded her head—and we carried Doreen, tired already, and the young enough to be tired all the time, as well as the Hawkins family possessions, aboard train for Hertfordshire.

HATE TO LEAVE

"I hate to leave," said Mrs. Hawkins, probably regretting to leave her absent husband. "I felt I had to take the kids to my sister's. I couldn't have them scared by these 'new bombs'."

You could see the children couldn't help being glad as they piled into the trains. It was an exciting way to start a holiday. But somehow or other a picture arose of mothers and fathers who must have stood in their doorways and watched those buses go trundling off with their children. It was hardly a happy day for them.

Field Crop Yield Higher This Year

OTTAWA, July 8.—(CP)—The Dominion bureau of statistics reported yesterday the numerical conditions of field crops in Canada at the end of June, expressed as a percentage of the long-term average yield per acre, was equal to or higher than the condition at June 30, 1943 for all field crops except spring wheat, hay and clover.

"In most cases the improvement over last year is very marked, and this is particularly true in the case of grain crops in Ontario," the bureau said.

Spring wheat condition figures for the prairie provinces, based on an analysis of weather factors, are slightly under those of the corresponding date a year ago. Little change is noted in the case of Saskatchewan, but Alberta's condition figure is four per cent lower, and Manitoba's nine per cent lower than on the same date in 1943.

Association Formed By Coal Companies

OTTAWA, July 8.—(CP)—Representatives of leading coal companies in Nova Scotia, New Brunswick, Alberta and British Columbia yesterday announced formation of a Dominion-wide organization for the promotion and protection of the interests of Canadian coal producers. The organization, known as the Canadian Coal Operators' Association, will be headed by W. Lloyd Craig, who resigned as director of the trade department in the British Columbia government to accept the post.

Translated literally, jujitsu means "the gentle art."

Mother: "Before we start to do anything else, let's go work in our victory gardens. Get the two hoses from the garage, will you, son, and I'll be with you right away."

Mother: "Put down that book and go hoe your garden."
Son: "I never start to read that you don't tell me to do something. I wish I'd never started a victory garden."

Telling a child to stop something he is interested in and go work alone is a pretty sure way of making him dislike the task to which he is sent.

Canadians Study Jungle Warfare

SOMEWHERE IN AUSTRALIA, July 3.—(Delayed)—(AP)—How British fundamentals of warfare can be applied to jungle fighting is being studied here by Canadian officers who later will be attached to combat units for action with Australian forces.

Others learning how the Japanese are killed in the jungles include British officers from India and natives of the Philippines.

Brig. Ronald Irving, the Australian school head, said that jungle fighting entailed "man-to-man, gun-to-gun" strategy, rather than a mass attack.

The Canadians later will visit the battlefields of the early Papuan campaign and go over the tactics used there.

Among the Canadians here are: Lt. Col. Harry E. Cotton of Winnipeg, Light Infantry; Maj. Jean Boulanger of Quebec City, The St. Lawrence Fusiliers; Maj. Stephen F. Turner of Toronto, The Royal Regiment of Canada; Capt. Alford Fortier of Ottawa, The Regiment of Hull; Capt. Sam Bayless of Moose Jaw, Sask., The King's Own Rifles; Capt. Roy Mirock of Victoria, B.C., The Canadian Scottish Regiment; Capt. John E. Hudson of Winnipeg, Medical Corps; Capt. Gordon J. Pigott of Chatham, Ont., Kent Regiment; Capt. Matthew G. Kneale of Brantford, Ont., heavy anti-tank artillery.

Fill New Post

OTTAWA, July 8.—(CP)—A new post, that of assistant director-general of the chemicals and explosives production branch, has been filled by the appointment of Dr. J. H. Ross, M.B.E., the munitions department announced last night. Dr. Ross, who was born in Moose Jaw, Sask., graduated from McGill in 1920 as a chemical engineer.

Man, standing in a dugout here Thursday while the colonel of the regiment drew up new tank plans, said the tanks came in with the assault infantry and engineers Thursday morning and have shared fully in the three-day battle for the village.

"It seems as if tanks have done very well here and there," he said, "and there have been several good shots at very close range."

What's on the Air

The following programs are supplied to The Bulletin by the broadcasting companies and any variations are due to last-minute changes by the broadcasting systems or stations concerned.

CFRN—1260 k.c. Sunwapta Broadcasting Co. Ltd., Edmonton.
CKUA—530 k.c. University of Alberta.
CJCA—930 k.c. Taylor and Pearson Broadcasting Co. Ltd., Edmonton.
CBK—540 k.c. Watrous, Sask. Prairie regional station of the Canadian Broadcasting Corporation.
NBC—National Broadcasting Company Stations: KOA, 850 k.c.; KFI, 640 k.c.; KHQ, 980 k.c.
CBS—Columbia Broadcasting System Stations: KVI, 570 k.c.; KSL, 1100 k.c.; WCCO, 830 k.c.; KNX, 1070 k.c.; KIRO, 710 k.c.

Tonight's Program

8:00—Dept. of State speaks, NBC. Community affairs. CFRN.
8:15—The kiddies' program. CJCA.
8:30—Katie Couric. CFRN.
8:45—Songs of the night. CBC.
9:00—Ray Kymor. CFRN.
9:15—Tomorrow's news. CJCA.
9:30—Dinner music. CFRN.
9:45—Musical program. CJCA.
10:00—F. Douglas band. CBS.
10:15—News. CFRN.
10:30—National barn dance. CFRN. NBC. Your hit parade. CBS.
10:45—Orchestra. CJCA.
11:00—The people ask. CFRN.
11:15—Can you top this? NBC.
11:30—Music. CFRN.
11:45—Ignorance! NBC.
12:00—Million dollar band. NBC.
12:15—Don Turner. CJCA.
12:30—Here comes romance. CBS.
12:45—Norm Harris orch. CFRN.
1:00—One man's response. CBS.
1:15—Mail call. CFRN.
1:30—Truth or consequences. NBC. Thanks to Yanks. CBS.
1:45—Bob Currie. CBS.
2:00—Nelson Oimstead. NBC.
2:15—Radio college. CBC.
2:30—Hayloft jambores. CJCA.
2:45—I sustain the wings. NBC.
3:00—Inner sanctum. CBS.
3:15—Wayne King. CFRN.
3:30—News. CJCA.
3:45—News. NBC Square.
4:00—Leicester Square to Broadway. CFRN.
4:15—Western symphony. CBS.
4:30—Jubilee. CJCA.
4:45—Treasure house. CFRN.
5:00—Batters and the boys. NBC.
5:15—New review. CJCA.
5:30—Dave Munz orch. CBS.
5:45—Music. CFRN. CJCA.
6:00—Robin Moore orch. CBS.
6:15—Texas Jim Lewis. CFRN.
6:30—Dance orchestra. CJCA.
6:45—Louis Armstrong. CJCA.
7:00—Raymond Scott. CFRN.
7:15—One-night stand. CFRN.
7:30—Sign-off. CJCA.
7:45—News. CFRN.
8:00—Sunday Morning.
8:15—Boston symphony. CJCA.
8:30—The Bible Institute. CFRN.
8:45—Highlights of the Bible. NBC.
9:00—Christian training institute.
9:15—Words and music. NBC.
9:30—News. CJCA. CFRN.
9:45—Rhapsody of the Rockies. NBC.
10:00—Hymns from home. CJCA.
10:15—Prairie gardener. CFRN.
10:30—Bible drama. CBC.
10:45—Intermezzo. CJCA.
11:00—Norwegian Lutheran hour. CFRN. News. NBC.
11:15—News. CJCA. CBC.
11:30—Adult Bible class. CFRN.
11:45—Concert orch. NBC.
12:00—Club calendar. CJCA.
12:15—Josephine House. CJCA.
12:30—Stradivari orch. NBC.
12:45—Concert cameos. CFRN.
1:00—Moylan Sisters. CJCA.
1:15—Church service. CFRN. CJCA.
1:30—Voices of the dairy farmer. NBC.
1:45—News. Rep. convention. CKUA.
2:00—The church in action. NBC.
2:15—Washington commentary. CKUA. CBC.
2:30—Sunday Afternoon.
2:45—Glory Pleasant trio. CFRN.
3:00—Amazee news letter. CKUA. CBC.
3:15—Music salon. CJCA.
3:30—Paul Robeson. CFRN.
3:45—Religious period. CBC. CKUA.
4:00—Portraits of melody. CJCA.
4:15—John Charles Thomas. NBC.
4:30—News. CFRN.
4:45—Musical portraits. CFRN.
5:00—New York Philharmonic Symphony orch. CKUA. CBC.
5:15—World parade. NBC.
5:30—The word man. CJCA.
5:45—Concert memories. CFRN.
6:00—Your favorite waltzes. CJCA.
6:15—Army hour. NBC.
6:30—Hamy harmony hall. CFRN.
6:45—Hour of charm. CJCA.
7:00—Church of the air. CKUA.
7:15—Songspotters. CFRN.

Sunday Evening

8:00—Evening Evangel. CFRN.
8:15—Red Skelton. CJCA.
8:30—The hit parade. NBC.
8:45—In the spotlight. CFRN. CJCA.
9:00—Fitch Landwag. NBC.
9:15—Grace Fields. CJCA. NBC.
9:30—Judy Lester show. CBS.
9:45—Evening medleys. CFRN.
10:00—Week-end review. CBC.
10:15—Melody piano. CFRN.
10:30—Gems of melody. CJCA.
10:45—One man's family. NBC.
11:00—William Winter. CBS.
11:15—This week. CFRN.
11:30—Heroes of the war. CBS.
11:45—Norman Chilton. CJCA.
12:00—Merry-go-round. NBC.
12:15—Radio Readers' Digest. CBS.
12:30—Dinner at seven. CFRN.
12:45—Album familiar music. CJCA. NBC.
1:00—Judy Durante show. CFRN.
1:15—News. CJCA. CBC.
1:30—Hour of charm. NBC.
1:45—Take it, leave it. CBS.
2:00—The American serenade. CFRN.
2:15—Songs of the empire. CJCA.
2:30—Bob Crosby show. NBC.
2:45—Adventures of This Man. CBS.
3:00—Shades of blue. CFRN.
3:15—Chello recital. CJCA.
3:30—News. NBC.
3:45—Evening medleys. CBS.
4:00—Keyboard and strings. CJCA.
4:15—Yarns for Yanks. CFRN.
4:30—Sunday serenade. CJCA.
4:45—Excursions in science. CFRN.
5:00—The Pacific story. NBC.
5:15—Melodies for a summer evening. CFRN.
5:30—Junior service bureau. CJCA.
5:45—News. CFRN.
6:00—Musical interlude. CJCA.
6:15—News. CJCA. NBC.
6:30—Fireside hour. CFRN.
6:45—Today's classics. CBC.
7:00—The amateur. CBS.
7:15—Romance and melody. CJCA.
7:30—Music for Sunday. CFRN.
7:45—Francis Craig and orch. NBC.
8:00—On Temple Square. CBS.
8:15—John Charles Thomas. CJCA.
8:30—News. CFRN. CBC. CJCA.
8:45—Meditation. NBC.
9:00—Organ reveries. CFRN.
9:15—Billmore rendezvous. NBC.
9:30—Canadian yarns. CJCA.
9:45—Conjuncted hour. CJCA.
10:00—Design for dancing. NBC.
10:15—Nocturne symphony. CBS.
10:30—Sally Kaye Sunday serenade. CFRN.
10:45—Sign-off. CJCA.

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—Ladies' Sportswear, on the Second Floor

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Pumps, ties and oxfords are included in this special selection from our higher lines. Greatly reduced to clear. Sizes 4 to 9. Narrow and wide fittings. Priced at, Pair

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PLAY SHOES

Cool and comfortable in all the popular colors of red, white, blue, beige, brown and many color combinations. Sizes 4 to 9. Priced at, Pair

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\$2.29

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Beach shoes for the family. Comfortable sandals for summer wear. Gay colors, of all colored materials. Sizes 4 to 8. Priced at, Pair

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—Ladies' Shoes on the Main Floor

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Just what you have been waiting for... a smart selection of pin up lamps, shown in several designs which include Captain Bar. Ship's Wheel, in dark cherry or ivory, also crystal and figurine bases. Complete with beautiful parchment shades to match any color scheme. Reasonably priced, from

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—Furniture Dept., on the Fourth Floor

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Just Arrived! Manufactured from an excellent hardwood with 5-ply reinforced seats. Strongly constructed to give good service. All sanded and ready for your favorite color. Personal shopping only. Priced at, Each

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HIGHWAYS TO THE ENDURING MARKETS OF

Peace



TODAY, the markets of war are clamouring for all that Canada can supply — the products of her agriculture, her industry in all branches, her mines, forests and fisheries. It must be our hope and ambition, when peace comes, to see that the markets of war are replaced by the more enduring markets of peace.

These wartime demands have made Canada the third largest trading nation in the world.

In the ten years before the war, three quarters of our external trade—both imports and exports—was done with the United States and the United Kingdom. In our present planning for postwar years we must make every effort to maintain that trilateral trade relationship which has been the dominant feature of Canada's international commerce, and in addition, to build up and extend our trade with other countries in every quarter of the globe.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

The Good Neighbour Policy, developed in peacetime trade, proved its effectiveness when war came. Canadians and Americans, side by side, planned and acted in defense of their homelands. A chain of airports—linked and served by the great Alaska Highway—together forms a first line of defense in our North-West. A great pipeline provides a new source of vital fuel oil and gasoline for our defending outposts. All these, when peace comes once again, will take their place in serving commerce by land, sea and air with all parts of the world—the greatest of all adventures of Canada's North-West.

EDMONTON and all Alberta have a proud record in this war. Their prosperity in the future is inevitably linked with world trade and with the great avenues of communication which serve the needs of the world's commerce. To expand that volume of trade is the constant concern of the Department of Trade and Commerce.

Hon. James A. MacKinnon, M.P., Minister

Made Objective Study Alberta Zoologist Paints Fascinating Word Picture Of North's Possibilities

It is refreshing indeed to have the objective viewpoint of the scientist on the currently interesting subject of Canada's great Northwest, now under the spotlight of public interest as the result of the great defence projects in that vast area. While Dr. Rowan is probably best known to Edmontonians through his highly interesting experiments with the migratory habits of crows, he also possesses the true scientific urge to dig deeply for the fundamental implications to the human race underlying the opening up of a vast new area for settlement and development. We feel certain that thoughtful readers of The Edmonton Bulletin's Good Neighbor and Canol Edition will read the following article by Dr. Rowan with keen interest.—EDITOR.

By DR. WILLIAM ROWAN

Professor of Zoology at the University of Alberta

Apart from the great desert belts, Canada's expansive Northwest is perhaps the largest single remaining area of the world's vacant spaces. Before it received the publicity arising out of the Alaska Highway it was generally looked upon as a vast expanse of water and muskeg, ice-bound in winter and fly-ridden in summer. Today it inspires a different concept, one so fascinating that already stray trappers and traders have booked hunting and fishing parties for as long as three years after the cessation of hostilities, while there are many thousands of people hoping to see it at the end of the war.

Yet the country of the Alaska Highway, with its picturesque mountain ranges, scenic lakes, river valleys and spectacular gorges, presents only a partial picture. East of this, the northern sections of the Prairie provinces and the North West Territories stretch for a thousand miles across muskeg, lakes and parkland, while the granites of the Precambrian shield, studded with a million lakes, form a rocky bastion to the tundra of the still more northern Barren Lands.

NOTHING MYSTERIOUS

There is nothing mysterious about this great land. Much of it is sufficiently well known and its possibilities can be at least partially evaluated. Its mineral wealth is as yet beyond compute; the Yellowknife area alone is known to contain fabulous wealth. Its oil resources have been partially tapped with reasonable prospects of more extensive finds to come. Certain areas of it are rich in coal, others in radium, others in gold or copper, silver, cobalt, nickel, manganese, tungsten or zinc. It is a prospector's paradise. Over much of it there is merchantable timber, a great proportion now annually consumed in flames. In the river valleys there are suitable soils for farming and there already exist demonstration areas within the Arctic Circle itself on which farm produce has been successfully grown and where cattle are being bred. With the aid of modern technology these possibilities can no doubt be enormously enhanced. Potentially the Northwest is the greatest fur producing area in the world. As a hunting

ground for certain big game animals it is unique; as a fisherman's play-ground it is without parallel.

Plans almost without limit are being formulated for the post-war period. It is my belief that the great Northwest could be put to immediate and profitable use in the interests of the peace if removed from the political influence, and in controlled co-ordination with private enterprise.

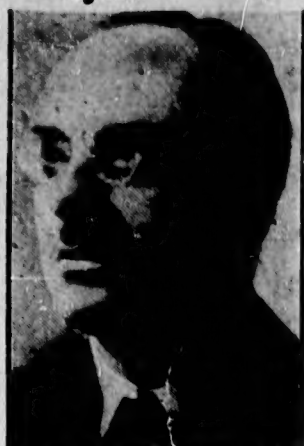
The Northwest Territories are already in the hands of a commission. Re-organized, such a commission, consisting of provincial and Dominion authorities working together, could open much of the northland for immediate settlement in the name of conservation.

Conservation on this continent has followed on the heels of private exploitation, patching the wreckage left behind by private lumbering operations, wasteful farming methods, competitive trapping, overfishing and so on. From these things the great Northwest has so far hardly suffered. As a man today goes to a doctor for a check-up before he gets sick so could this vast area be taken over by the doctor—conservation—before disruption has set in, it could from the start be managed instead of being permitted to disintegrate. In place of becoming the property of monopolistic companies, it could be organized for the benefit of men at large and returning servicemen, in particular.

IDEA IS SIMPLE

The basic idea is very simple; in the short limits of this article it is impossible to consider details, but

Objective View



Dr. William Rowan, professor of zoology at the University of Alberta, who gives an inspiring outline of what "could be" in the great Northwest.

none are here envisaged that have not already been put into practice in one or other corner of the globe. It presents no utopian dream; it assumes that politics will be eliminated; that the main interest, first and last, will be the welfare and health of returned men, the development of a vast territory on the sound basis of scientific conservation, and the encouragement of tourists and sportsmen and certain lines of private enterprise.

Under such a scheme certain selected centres of the great Northwest, chosen for their scenic, fishing, hunting, mining or recreational attractions, would be picked as headquarters sites, each of which would be a completed unit in itself. The buildings would be fitted with modern equipment and would include a branch of a dominion-provincial "forestry" school where the students would learn and practise the multifarious ramifications of conservation, from the fire and meteorological services to natural history and fish culture, from mineralogy and surveying to trapping, from flying to canoeing.

There would be farms and shops, married quarters for senior men, movies, heated all-year swimming pools, libraries, courses in the humanities, as well as forestry, hospital and resident doctor, in short, all the amenities of modern civilization. Here would be stationed all those returned men fond of the out-of-doors, those with shattered nerves and numerous others to whom the available courses would provide a substitute for a university career, alleviating the enormous pressure that will unquestionably exist in the cities.

PLANE SERVICE

An important adjunct to these centres would be a government-owned airplane service, a connecting link between all the stations across the Northwest, in itself providing a means of livelihood for numerous airmen whose main desire will be to stay in the service of the air.

Stopped for Days

Journey of Oil Along Pipeline Basis of Exciting Sweepstake

One of the strangest sweepstakes in history was conducted in Canada's vast northland last spring. It was the Canol pipeline sweepstake, and the trick was to guess the exact date and time of the arrival of crude oil on its journey of 577 miles from Norman Wells in the Northwest Territories to Whitehorse, site of the oil refinery.

Three girls, working in offices of contracting companies at Whitehorse won the pool which was for a substantial amount. The girls guessed the time the crude arrived at the Whitehorse refinery, defeating such technical experts of Col. J. V. Johnston, commanding officer of the Whitehorse district, and Maj. Walter H. Parsons, Jr., area engineer for Canol.

ARRIVED APRIL 16

The oil arrived in Whitehorse on April 16, 1944, at 8:15 p.m.

People as far away as Washington, D.C., had tickets in the pool and there was as much excitement toward the finish as in a miniature Irish Free State sweep.

Oil was first pumped into the line from the Norman well on Dec. 17, long before construction of the pipeline and service road were completed.

Following the progress of the oil, day by day, through a series of check valves in the line, was an interesting and at times heart-breaking experience.

On April 7 the oil was still 171 miles from the refinery at Whitehorse.

Canada's bush flyers have shown themselves during the current war to be of the best available material: it is difficult to conceive of a better all-around training ground than the far north. This government air service would be by the main air lines of the Dominion, bringing in tourists and hunters and fishermen to the kind of accommodation that they will all be hoping for. From these main stations they would be transported by air or by canoe to subsidiary points, in charge of trained returned men, where they could enjoy the best of hunting under expert guidance.

For instance, if the Claire Lake country, previously famous for its goose and duck shooting but latterly converted into part of the Wood Bison Park, were thrown open for such a site, a hunter could arrive on, say a continental passenger plane, secure his buffalo, and perhaps take in some goose shooting, continue on a service plane to some spot on the Precambrian Shield for Barrenland caribou, and return home by airliner with two of the most highly prized trophies on the continent. Or he could fish on the Precambrian Shield and hunt sheep in the Yukon or laze away his holidays in one of the two projected new national parks, enjoying the same efficient service provided by returned men at all these points.

So would the conservation of the great Northwest be assured on the only kind of basis that can assure it. Registered trap-lines would become the vogue, the only way, as Alberta has demonstrated, in which wild fur can be farmed in situ. There would be government owned, communal beaver and muskrat preserves like those already established in the east and now supporting ever expanding human populations. A widely scattered meteorological service would make possible more accurate weather forecasting for most of the continent. The survey schools would feed prospectors to adjacent territory to add their share to the building of a remunerative and populous wilderness. On the Alaska Highway there would be filling stations and auto-camps with hunting, fishing and skiing centres. Distances lose their significance in a world adequately supplied with cheap and efficient air transport.

NOT A DREAM

All this may sound like a visionary's dream, but such is not the case. No one can accurately gauge the probable influx of tourists, sightseers, hunters or settlers at the close of the war but those who are best informed believe that the demand will be heavy. The demand, without facilities, cannot be met. The only way to establish them is for the government concerned to appreciate the unlimited possibilities of the situation, take the bull by the horns and provide the ways and means, promptly, sincerely and generously, in non-partisan collaboration. We talk glibly of the vast expansion of industry after the war, but the demands for reconstruction will be less obvious on this continent than elsewhere. Our pre-war millions of unemployed existed mainly because there was nothing for them to do. The development of the north, under a comprehensive scheme of conservation, would find employment of a healthy, permanent, and useful nature, with an unlimited future, for many thousands of men, as well as women, and provide just that initial stimulus that will be followed by private enterprise.

The best features of the C.C.C., which rehabilitated some 3,000,000 human derelicts prior to the war at a monthly over-all cost of only \$70.00 per capita, could be adopted without hesitation at the start, for they have more than vindicated themselves. The venture would be to create something new. A blind faith in industry, that it will in some mysterious manner, manage to absorb the unemployed after the war, seems wholly unwarranted.

Where the road-builders had to clear a right-of-way of 60 feet to 100 feet in width, the Northwest emergency flight strip constructionists had to clear a minimum of 500 feet. Runways were constructed at a minimum 6,000-foot length.

The oil would just "stand still" in the pipeline for days.

"There was a period when the stuff stood still for one whole week," Maj. Parsons recalled recently.

"We were afraid we would never be able to open on schedule, but then the crude started to flow again and we carried out the opening of the refinery as arranged, on April 30."

Col. Johnston and Maj. Parsons each missed the date of arrival by a considerable margin. They were too pessimistic. The officers guessed April 23rd.

There were many difficulties to overcome in getting the crude oil all the way from Norman Wells to Whitehorse.

A LOT OF OIL

In the first place it required 62,000 barrels of oil just to fill the 577 miles of piping. There are 120 miles of six-inch pipe from the Whitehorse end toward Norman Wells, but 451 of the line is of four-inch construction.

It requires 200 barrels of oil to fill one mile of six-inch pipe and 63 barrels for one mile of four-inch.

With subsidiary lines that have already been in operation for some time to carry refined gasoline from Skagway to air bases along the Alaska Highway there are a grand total of 1,581 miles of pipe in the Canol system.

The main crude line, as previously stated, is 577 miles in length. The pipeline for refined products from Whitehorse to Fairbanks is 606 miles in length. The gasoline line from Skagway to Whitehorse is 113 miles long while the line from Carcross to Watson Lake near the B.C.-Yukon boundary, is 283 miles.

The main crude line is made up of 120 miles of six-inch and 457 miles of four-inch.

The gasoline line from Whitehorse to Fairbanks is of three-inch construction. The line from Whitehorse to Skagway is four-inch and the gasoline line from Carcross to Watson Lake is 2-inch pipe.

Carcross is approximately 50 miles from Whitehorse on the way to Skagway.

SOME BIG TROUBLES

A few of the troubles encountered in making the oil flow through the main line were:

Bursting pipe from condensation of melted snow inside the line when welding was being done.

Large pieces of wood got inside the pipe by some strange and weird process and stopped the flow of oil entirely. But a rabbit proved the most amazing oil stopper at one point along the line. The animal must have been exploring the interior of the pipeline, probably with the idea of making it his permanent abode when a welder "tied in" that very length.

One mile an hour was a good

average rate of flow for the crude oil.

But the oil finally arrived and high octane gasoline sufficient to supply all bases of the U.S. Air Forces in Alaska is available at the Whitehorse refinery.

Black gold now flows from Canada's great north to North America's own front line.

The eight flight strips which were completed early last winter along the route of the Alaska Highway from Edmonton to Fairbanks, Alaska, already have more than paid for themselves in the number of planes which have utilized the strips under emergency conditions.

3 Years Before Devices Operative

Few major post-Pearl Harbor developments in aircraft have yet reached the war theatres, although many have been perfected and their production has begun, according to the Army Air Forces Materiel Command. These include jet propulsion planes, and the devastating rocket guns which will be felt on the battle fronts late this year or in 1945.

"It often requires three years," according to Brig. Gen. F. O. Carroll, Chief of the Engineering Division of the Materiel Command, "for new designs and development to reach combat areas in sufficient quantity to make them effective."

The intervening time is consumed in testing, perfecting and preparing production lines of industry.

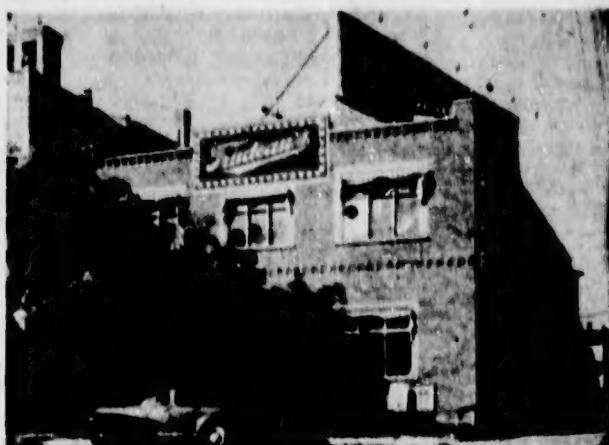
Pre-Pearl Harbor developments perfected by the Materiel Command include the first high-power-

ed, air-cooled engines, a successful turbo-supercharger, modern rescue equipment and nylon parachutes; the automatic pilot which takes over the ship on bombing runs to assure an unwavering approach to the target; high-altitude oxygen equipment; the precision bomb-sight; high-octane gasoline and the deadly 50 caliber machine guns. The Materiel Command also claims credit for developing the P-51 Mustang, P-47 Thunderbolt, and P-38 Lightning, synthetic rubber for gasoline fuel hose, pressurized cabins and retractable landing gear.

Major General Charles E. Branch, Commanding General of the Materiel Command believes, "The war will be won in time, the Materiel Command being one of the strong contributors to victory."

The saving in human lives from the availability of the eight emergency flight strips along the Alaska Highway is incalculable and could not be counted as a part of the cost or saving of the flight strips in any event.

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In addition to the regular cleaning and dyeing of Suits, Coats and Dresses, Trudeau's specialize in the cleaning of Rugs, Portieres, Curtains, Chesterfield Suites, Elderdowns and Blankets.

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It eliminates Dry Rot, Shrinkage, Warping, Twisting of any and all lumber. Under all conditions it works marvels for the extra small expenditure involved.

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Chinese treasures... quaint, vivid interior decoration... an atmosphere of quiet pleasure... with these, we welcome you to the Purple Lantern.

Our chefs prepare delightful menus of exotic Chinese Cuisine... or favorite Canadian dishes... to your exact wishes, and you will be pleased with our prompt, efficient service.

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Opposite R.C.A.F. Recruiting Centre

Author's Dream Of Great North Being Realized

By RICHARD FINNIE
Canal Project Historian

Richard Finnie is well known as an authority on Canada's northland. Although a young man, he has written several books on the north, "Canada Moves North" being possibly the best known of these. Mr. Finnie was born in the Yukon and is keenly enthusiastic about the future of the almost unpeopled territory to the north and northwest. As historian and advisor to the construction contractors on the Canal project, Mr. Finnie had a unique opportunity to discern the true implications of the defence program just completed.

February 16, 1944, marked the end of pioneering for the Canal Project, for on that day the "golden weld" was made. There was now a continuous pipeline snaking 600 miles across the mountains from Norman Wells to Whitehorse.

I was thrilled as I stood on MacMillan Pass, witnessing the final symbolic weld being made. Just four days and 20 months earlier I had taken part in the first reconnaissance flight from Norman Wells to Whitehorse in search of a feasible route for a pipeline.

Staff of Whitehorse Star Newspaper



The Whites of Emporia, Kansas, became legendary figures as publishers of a small but select newspaper. Horace E. Moore of Whitehorse, Yukon Territory appears to be headed for similar fame in the once remote Canadian Northwest. Recently, Time Magazine devoted an entire column to Mr. Moore and his weekly newspaper.

It was a beautiful and inspiring country, but rugged and desolate, much of which few Indians and no white men had ever seen. Now as a triumph of human ingenuity, with modern construction equipment, a pipeline, a telephone line and a road traversed this little-known sub-Arctic wilderness.

The Alaska Highway and other developments in the northwest have put the town and paper on the world map. Above is shown the staff of the paper. Left to right are: Mrs. D. E. Goddard, makeup; Horace E. Moore, publisher, and J. W. Ellis, plant superintendent.

would flow from Norman Wells to Whitehorse, there to be refined to help fuel the machines of war. It meant also that a vast new area had been opened up for peacetime development. Thanks to American initiative and resourcefulness plus the courageous support of individual Canadians, Canada moves north. IS GRATIFYING

To the author of a book advocating and presaging such development months before it began the completion of the Canal project was especially gratifying.

Together the Alaska Highway and Canal Project constitutes the greatest construction job, in respect to number of square miles affected and time of accomplishment, in the history of the world.

Besides contributing to the war effort and the opening up of the north, of which Edmonton is the gateway—they have served through the comingling of thousands of American and Canadian workers further to strengthen the bonds of international friendship.

Throughout the construction of Canal I was privileged to serve the contractors, Bechtel, Price, Callahan and the U.S. Corps of Engineers as consultant and historian. My work was appropriately climaxed with the production of two official U.S. war department films in sound and color. One is "Alaska Highway", the other "Canal." The latter concludes with these words:

"In peacetime the 1,600 miles of pipelines, the roads, the refinery and the tank farms, all of which are the Canal Project, will be remembered chiefly as the means of developing new and important petroleum resources and as the instrument which pried open a vast and fabulously rich hinterland for the joint benefit of the United States and Canada. During the war Canal will play an increasingly important role in speeding supplies and planes and men on their long journey across the North Pacific."

Non-Manual Mine Employees To Get Increased Wages

OTTAWA, July 8.—(CP)—Wage increases not exceeding \$25 a month to non-manual employees of western coal mines were authorized Friday by the national war labor board.

The board's action was taken on an appeal by the Western Canada Bituminous Coal Operators' Association and Drumheller Coal Operators, Ltd., which followed award of a \$1 a day increase by a royal commission last year to manual workers in the mines.

U.S. Privates Are Commended By Gen. Buckner

For performing a difficult rescue of two pilots who had been forced to parachute from their airplane recently, Privates Carl Kawagley and George Lockwood were recently commended by Lt. Gen. Simon Bolivar Buckner, Commanding General of the Alaskan Department.

Col. Russell Kellier, Fairbanks C.O., added a praising endorsement to the commendation before forwarding it to the two G.M. soldiers.

General Buckner's commendation follows:

"It has been brought to my attention that you participated in the rescue of Lt. Stephen E. Van Nostrand and Lt. Paul L. Collins, after they had been forced to parachute from their plane into rugged, uninhabited territory.

"Using trained sled dogs, you accomplished your assigned mission in spite of adverse weather conditions and difficult terrain that damaged sleds, exhausted the dogs and severely tested your endurance. This accomplishment is worthy of the highest commendation and reflects credit upon your organization and the Army.

"A copy of this letter will be filed in your Service Record."

Africa's Victoria Falls are more than twice as high as Niagara Falls.

Army Historian



Lt. Robert Lockie, Jr., former journalist who served with the British Army in France during the First Great War, who has been historian for the U.S. Army, on north construction projects.

STAGE TO BEACHHEAD

BRIGHTON, England.—(CP)—Less than 14 hours after he was on an operational flight over the Allied beachhead in France, Robin Allen, a Brighton sergeant engineer in the R.A.F., competed at Brighton's Musical Festival and won a silver challenge cup for solo singing. Then he returned to his flying.

Move Casualties By Air Transports

The U.S.A.A.F. Air Transport Command, which has helped pioneer air evacuation overseas, now will fly all war casualties moved by air within the United States, the War Department announces. ATC moved approximately 700 war casualties to hospitals within the United States during a seven-day period (April 19-26). Rapid expansion of air evacuation activities in this country has been stimulated by the crowded condition of the nation's railroads and the fact that fewer medical personnel are required. Men from all branches of the army are carried on these air ambulances.

Pilots fly at safe altitudes below nine thousand feet, although fixed and portable oxygen systems are standard equipment. Twelve new C-47s are currently assigned to this domestic operation. Members of the Medical Air Evacuation Transport Squadrons assigned to Air Transport Command are based at Wilmington, Del., and Memphis, Tenn. The usual medical "crew" on a domestic run is one flight nurse and one medical staff sergeant.

In 1943, 173,527 sick and wounded patients were evacuated by American military aircraft throughout the world, ATC carrying all those returned to this country by air. For the total of 3,260 sick and wounded returned aboard ATC planes from war theatres to this country, the hops ranged from three hours to 13 hours of continuous flying. Many flights are 8,000 to 12,000 miles. The air evacuation system now makes

Phone Expert



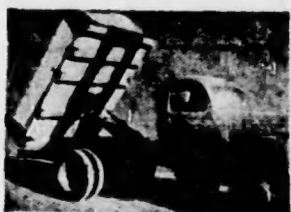
Maj. H. M. Bartlett, U.S. Signal Corps officer, who was largely responsible for carrying out the great task of installing a telephone system to serve the west Northwest.

it possible to fly a casualty from China, across India, Africa, the Atlantic, to the west coast of the United States — approximately three-fourths of the distance around the globe — if medical necessity demands.

Don't use gasoline to remove upholstery spots: most gasolines today contain a coloring fluid or lead which will spot the upholstery even more.

Hoover MADE MACHINES

Save Time—Save Work



Hoover Hydraulic Hoist... Trouble Free and Speedy!

The demand in the middle 30's by truckers for more speed in the method of dumping sand, gravel or earth prompted Mr. Curtis Hoover to design and manufacture a hydraulic hoist. In order to do this he started his own company. Since that time they have produced approximately 1,000 hoists, and according to word received from the truckers they would not own any other hoist due to their trouble-free service and speed in the lifting of the load and the fact that they never let a contractor down. These hoists are now being used by truckers in the hauling of lumber and also in sawmills and logging camps. The truckers who used them on the Alaska Highway spoke very highly of their performance, and they are now in use from coast to coast.



HOOVER HYDRAULIC OVERHEAD SHOVEL

- LOADS 1,000 YARDS OF GRAVEL IN A 10-HOUR DAY
- THE ONLY MACHINE OF ITS KIND
- FUEL COST — 40¢ PER HOUR

For several years we designed and built bulldozers for road construction, and in the last two years, since we have been using 80% of our plant capacity for war production, we have been unable to build a HYDRAULIC OVER-HEAD SHOVEL, which has been on our drafting boards for two years. It was not until April of this year that we completed our first model on an R. D. 4. The performance was extremely gratifying. In one case, a contractor excavated a basement containing approximately 800 yards and loaded it into trucks in 15 hours; and loaded gravel from a stock pile at the rate of 1,000 yards per ten-hour day with the same tractor. Several times they have checked their fuel costs and it has averaged 40¢ per hour. In one other case we timed the loading of six-yard boxes and it took between 1½ to 2 minutes. The value of this machine to contractors or municipalities is that they have an all-purpose machine, and according to the present owners it has revolutionized their work. This machine can be changed from an overhead shovel to a conventional bulldozer or angle-digger by the removal of four pins. By a contractor purchasing this type of equipment it eliminates the use of two separate pieces of equipment, such as a bulldozer and dragline. These machines can be built to fit from the smallest to the largest caterpillar tractor. Since there is no machine that is manufactured today comparable to ours, we believe that there is a world market for their production.

- The company operates a large modern machine and welding shop and handles precision machine work to 1:10,000 of an inch and employs 100 people with a payroll of approximately \$4,000.00 per week.

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Limited

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Designers and Manufacturers of

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SPECIAL CONSTRUCTION EQUIPMENT

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Write the Company for Agencies.

AIRFIELDS OF THE NORTH

are links
on the route
to Tokyo!



Along the Airways over the Top of the World lies the Road to Victory... and after Victory we will continue to serve Edmonton and the Expanding North.

Sunley Electric Are Proud to Have Participated in the Electrification of the Dominion Government's Airports of the North West Air Command From Edmonton to Alaska.

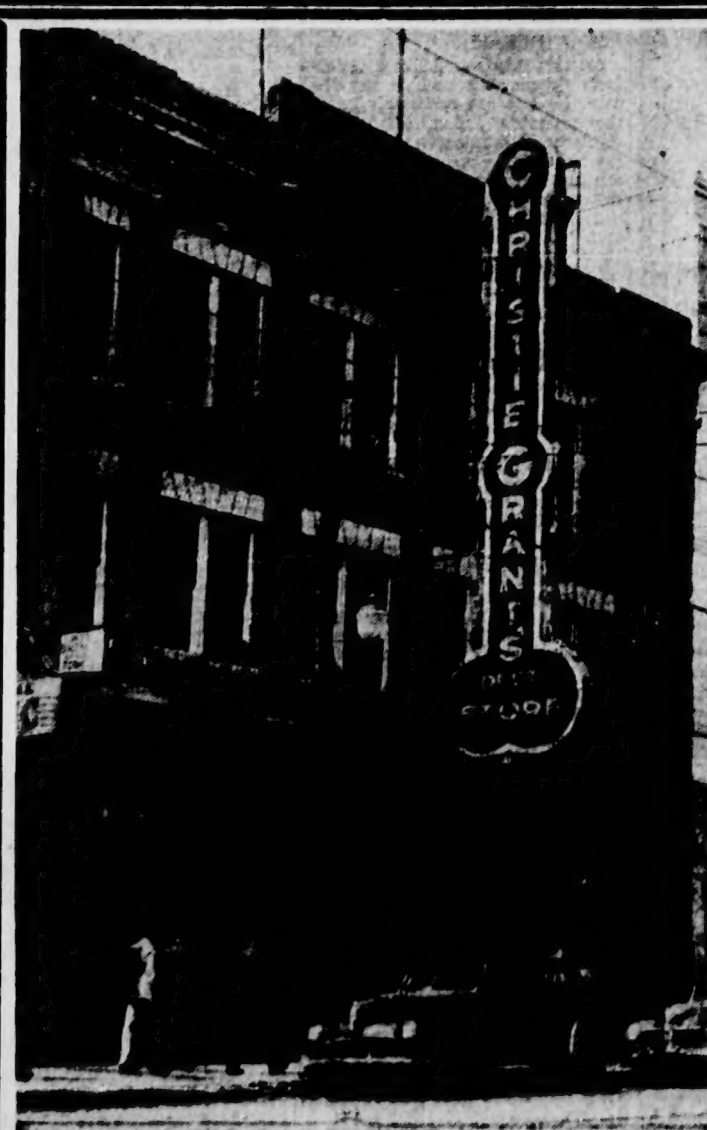
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Suits, Coats, Sweaters, Work Clothes, Underwear, Shirts, Windbreakers, Hats and Caps.

• Children's Wear

Dresses, Coats, Underwear, Stockings, Hats.

• Shoes for All the Family

Pumps, Ties, Oxfords, Work Shoes, Boys' and Girls' Shoes, Rubber Footwear.

• Sport Togs

Sport Coats, Play Suits, Swim Suits, Shorts, Sweaters.

The Store Where You Find What You Want at the Price You Want to Pay!

District News in Brief

Sedgewick Holds Dominion Day Meet

SEDEWICK.—The sports day on July 1 was sponsored by the Canadian Legion. The day included a softball game and a variety of races. Refreshments were served by the Ladies Aid and Women's Institute.

The ball club took in the Alliance Sports and Stampedo on July 1, winning the ball tournament three straight games over Castor, Forestburg and Hardisty.

Girls under the auspices of the W.I. sold war saving stamps at the Legion Dance last Friday. A farewell in honor of Mr. and Mrs. H. Gascogne who are leaving to live in Edmonton was held at the F. D. Beariste home. Mr. Gascogne has been the local postmaster for 20 years, also the secretary of the Canadian Legion.

W. D. Eastly was appointed postmaster here by Superintendent Neil of Edmonton. Mrs. J. Pederson and children of Prince Rupert are visiting with Mrs. O. Moan. L. Schmutz and Al Brichard spent the week-end fishing near Paul, Margaret and Zena Richardson of Edmonton spent the week-end with their mother here. George Andrews of Edmonton visited friends for a few days. The Rev. and Mrs. McLean attended their son's graduation at Lutheran college. Haide Richardson of Camrose spent the week-end with her mother. Mrs. Max McKenzie and Marjorie Simpson spent a few days in Edmonton. Alene Gossnell of Edmonton spent the week-end with her parents. Mr. and Mrs. Art Schurman are visiting in Pon-Asa with relatives. Mrs. Bob Smith and Larry are holidaying at Hay Lake. Clarence Rowe from Wainwright spent a few days here while on the way to the United States where he will live. Austin Blakeley of Edmonton spent July 1 in town. J. Muirhead and Mrs. A. Baker were in Zealandia, Sask.

M. Williams and family of Edmonton spent a few days here. Miss Pat Rose returned to Edmonton after a holiday spent with Mrs. M. Ward.

Clive Resident Suffers Injury

CLIVE.—George Bacher, who is working in his father's creamery, was injured last Tuesday when he was caught in a belt, on which he was applying dressing. The belt slipped off the pulley when the newly dressed part went over the wheel and this all that saved him from more serious injury. His arm was badly torn. He was taken here for the Navy in a few days.

Induction services were held in the United church last Friday for the Rev. J. Brown. The Rev. and Mrs. Brown arrived here last Wednesday to take up their new duties.

Mr. and Mrs. W. Bachor motored to Hay Lakes to attend the wedding of their niece, Rose, who was a former Clive girl.

Gleaned From Rural News

McLENNAN.—The building of the new movie hall and butcher shop is progressing favorably. Mrs. J. A. Joslin, Edmonton, is here visiting her daughter and son-in-law, Mr. and Mrs. C. Connery.

ROCKY MOUNTAIN HOUSE.—Drawing of tickets for the summer cottage at Sylvan Lake, raffled by the I.O.D.E. here, took place Saturday night. The winner being Carlton C. Barham of Hespero, with ticket No. 14507. Mr. Barham is a bachelor farmer who celebrated his 72nd birthday July 3. He feels it was a "very nice birthday present." He has been considering leaving his farm and now thinks he will retire to the cottage this fall. He is a pioneer of the Hespero district, selling there when the railway went through. The winning ticket was sold on May 5, by G. McDonnell, storekeeper of Hespero.

WILLINGDON.—The July meeting of the Colonel Reid Chapter of the I.O.D.E. was held at the home of Mrs. William Lazork on Tuesday. The chapter contributed money to the following: Marshall Scholarship, Coronation Navy League, tobacco, prison-of-war, layette and endowment funds. The women of the town gathered in the school gymnasium to hear a health talk given by Mrs. D. Findlay of Edmonton. Miss B. Plant, Two Hills school division nurse, gave a short talk. Mr. and Mrs. T. Watson have left on their holiday. Replacing Mr. Watson as manager of the Bank of Commerce here is J. Kerr.

HARDISTY.—Pie Clifford Whitehead and Pie. Max Leedholm are in France, according to word received by their parents. F. O. C. J. Gillespie has been transferred to Davidson, Sask. Mrs. Gillespie and children visited in Hardisty over the week-end.

DUMB BELLS



Serves Overseas



Cpl. Doris Lee, R.C.A.F. (W.D.), only daughter of Mr. and Mrs. Percy Lee of Stettler, who is serving overseas. While in Canada Cpl. Lee was stationed in Rockcliffe, Montreal and Clarendon. At the latter place she was an instructor in wireless. She has been in the air force two years. Her only brother, Sgt. Ronald Lee of the Calgary Tank Regiment, is a prisoner of war in Germany.

Red Cross Holds Dance at Hardisty

HARDISTY.—A dance Friday night for the Red Cross brought in about \$115. The draw for the \$50 Victory Bond was made at the dance. Irene Barnstable was the lucky ticket holder. Many from this district went to the Alliance sports day on July 1 and to the Czar stampede on July 3.

Father Volk, now of Flester, was a visitor in town this week on the way to Macklin. Mr. and Mrs. Emil Olson and children motored from Vegreville to spend the holiday and week-end with their parents. Mr. and Mrs. C. Corey and Mr. and Mrs. F. Olson. Accompanying them were Mrs. J. Rennie and Mrs. J. T. Brondgeest, who visited at the home of Mrs. G. Morrell and Mr. and Mrs. P. Brondgeest respectively.

Dr. and Mrs. J. Perversell and family spent the holiday week-end at Pigeon Lake. James Morrison is home from Edmonton. Mr. and Mrs. Archie Balmer of Wainwright have been visiting at the home of their niece, Mrs. J. C. Reeve and daughter, Shirley, left for Smithers, B.C., on Monday to visit relatives. A Jack of Cereal has been a guest of Mr. and Mrs. A. Cline this week.

A wedding was solemnized at the home of Mr. and Mrs. Hays of this district when their youngest daughter, Ruth, became the bride of Sam Moore of Saskatoon. The Rev. Vincent Cole officiated.

With Those In Uniform

STETTNER.—Capt. M. Eisner and his bride of the A.O.S. London, Ont., are spending a leave in Mirror with the former's parents. They spent Tuesday here.

McLENNAN.—W. McFarland, R.C.N.V.R. is home on leave. S. Arndt, R.C.A.F. and E. Arndt, R.C.A.F. are home visiting their parents, Mr. and Mrs. A. Arndt.

RIMBEY.—Cpl. and Mrs. R. S. McClean of Ottawa are holidaying at Gull Lake with Mrs. McClean's parents.

SEDEWICK.—LAW, Margery Andrews (W.D.) who has been in Newfoundland and is now on furlough, motored down from Edmonton and spent the week-end at the A. Carmichael home. Ian McLean has joined the R.C.N.V.R. Pte. Bert Swanson of Wetaskiwin hitchhiked home for the week-end. Word has been received by Nels Briemo that his son has arrived in England.

GRANDE PRAIRIE.—Cpl. W. R. Knight, R.C.E., returned from Cal.

Stettler Is Planning Hold Summer Camp

STETTNER.—Plans are being made for a camp at Bar Harbor this summer for boys and girls. Mrs. H. Foster of Calgary will be the leader. Mrs. R. M. MacKenzie will be camp mother, and Miss McKay of Donalds will be one of the leaders.

The Rotary Club here has won the shield for the best attendance, during the last year for any club in this district. Oscar Wilson was chairman at the luncheon, as Harry Wetherapoon retired from that office. An exhibition of the general shop and home economics work was held Thursday afternoon. Citizens visited both exhibits and found them to be of a high quality. The shop work is under the supervision of H. Sharpe of Lacombe, and the domestic science teacher is Miss Heleine Magee.

Recent drive for paper salvage brought in enough paper to make one car load it was reported by William Schloss. Owing to the muddy condition of the roads another carload which had been gathered at all the schools in the division could not be collected. This will be done later in the fall.

A miscellaneous shower was held for Miss Joy Melvor at the home of Mrs. John Adams. Misses Anne Erickson and Marjorie Watson assisted the hostess to entertain the 40 guests.

Mrs. D. Spencer of Mirror was a visitor with her son Bob, who is attending high school.

gary yesterday. After completing four years in the armed services, three of them overseas, he is being discharged on medical grounds. Signalman W. C. Lowe, who has been training in Ontario, is spending furlough with his parents, Mr. and Mrs. S. R. Lowe. Stoker Bill Clowe of Hualien, who is completing his electricity course at the University of Alberta, was a visitor over the holiday week-end.

PRIVATE BREGER ABROAD



"He's our war hazard number one!"

Norwegian Flier At Banff After Escaping Reich

BANFF, Alta., July 8.—(CP)—One of the 76 airmen who escaped from the German prison-of-war camp, Stalag Luft III, 50 of whom were murdered, a lieutenant of the Royal Norwegian Air Force, operating with the R.A.F. out of Britain, was successful in making good his escape and is spending a 30-day leave in Banff.

The airman asked that his name not be disclosed as he has relatives living in Nazi-occupied Norway. He was reticent and refused to discuss details of his escape. He was, however, emphatic that there had been no attempt of a second escape, as reported by the Germans, and was equally emphatic that the 50 airmen had been shot down and murdered while prisoners-of-war.

While imprisoned in Stalag Luft he met Pte. Lt. Pat W. Langford of Victoria and Pte. Lt. Henry Birkland of Calgary, both of whom were among the slain men.

Coalition Cabinet For Yugoslavia

LONDON, July 8.—(CP)—King Peter of Yugoslavia announced last night the formation of a coalition cabinet headed by Dr. Ivan Subasic as prime minister and including two of the men of Marshal Tito. Tito's aides are en route to London from Yugoslavia to represent the partisan chief's liberation movement. Subasic took the portfolios of foreign minister and minister of war as well as the premiership.

Rimby Audience Attends Meeting

RIMBEY.—J. E. Cooke of Wetaskiwin, and Wilbur Stevens, C.C. F. nominee for the Dominion riding of Wetaskiwin, were speakers at a meeting here last Tuesday. About 60 persons attended. T. A. Liddings, E. D. Taylor and Mrs. H. W. Macgillivray, all of this district, were on the platform. Mr. Cooke and Mr. Stevens also held meetings in the Mount View, Iola and Ledale districts. H. G. Dentman of Rimby attended the rally held in Wetaskiwin on July 3.

Councillors from here, including Mayor R. B. Roper, James Pringle and Ben Gunn, attended the convention held at the Palliser hotel, Calgary. They returned Monday. Mrs. Roper, Mrs. Pringle and Mrs. Gunn accompanied their husbands. Sports fans who went to see the horse races at the sports day on July 3 and 4 had a treat when Man of Iron, owned by Rex Ireland of Edmonton and ridden by Jockey McKenzie of the same city, won the Merchants' Sprint, feature race of the second day of the meet.

Edwin Chown of Bentley was the holder of the lucky ticket on the pure-bred Holstein cow, donated to the Red Cross by Joseph Diggle of Rimby. Other winners of war savings certificates in the same draw were Mrs. R. G. Coupland, T. C. Moulton, Allan Moore, D. H. Kennedy, all of Rimby, and Walter Peabody of Iola.

The Rev. and Mrs. Martin Gale, who have been residents here for the last three years, while Mr. Gale served as pastor of the Church of the Nazarene has accepted an appointment to a church in Whitefish, Montana, and will leave the first of next week. They will be accompanied to their new home by their two sons, Elwood and Mervin.

Mr. and Mrs. F. Hedley of Ponoka attended the first day of the Rimby fair as guests of Mrs. Beatrice Kelly, their daughter who is on the teaching staff.

Identify Units In Italo Drive

WITH THE 8th ARMY IN ITALY. July 8.—(CP)—Canadian tank units participating in the offensive of the British 8th Army until July 5 include, it was permitted to be disclosed yesterday, the Three Rivers Regiment of Three Rivers, Que., the Calgary Regiment of Calgary and the Ontario Regiment of Oshawa, Ont. These units make up the 1st Canadian Army Tank Brigade.

Canadian armor still is involved in the drive of the 8th Army up central Italy but correspondents are not permitted to identify units either by name or the region whence they came.

The Ontario Regiment was committed June 21 and fought along the west shore of Lake Trasimeno and up the Chiana valley until July 3. The Three Rivers Regiment went into action June 24 and fought between the Ontarios and Lake Chiusi.

The Calgarys went in June 29 and figured in the swift advance up the Chiana valley until July 3.

Lake Steamers Given to Canada

CLEVELAND, July 8.—(CP)—Rbert D. Smith, Great Lakes regional manager of the war shipping administration, said yesterday Britain had turned over to Canada seven Great Lakes "canal size" steamers chartered under lend-lease agreements from American owners. He said the steamers were being used in the east coast coal trade to replace Canadian ships previously sent overseas.

\$1,301 Stolen

VANCOUVER, July 8.—(CP)—Daniel Stefanko, reported to police Thursday that \$1,301 was stolen from his room. Stefanko told detectives that he had been drinking in his room with a stranger.

NASH-BUILT PROPELLERS

...SPEED THE "MOSQUITO"



THE Mosquito Bomber is made in Canadian factories by Canadian men and women.

Its Hamilton Standard Constant Speed Propellers are made by Nash.

A puff of a child's breath will turn these delicately balanced blades. Yet they master power that bores the skies at almost meteoric speed.

A dead engine will cause these blades to feather resistlessly. Yet, as power demands it, they will bite ever more acutely into thinning air.

Nash men and women build these propellers for Victory.

For Victory, Nash builds the 2,000 h.p. Pratt &

Whitney engine of the U.S. Navy's new Grumman "Hellcat" and Vought "Corsair," fastest carrier-based aircraft in the world.

For Victory, Nash is readying its production lines to build the Sikorsky Helicopter, newest aerial marvel of the United States Army Air Forces.

For Victory, Nash also makes propeller governors, binoculars, and parts for Liberty ships, submarines, Army trucks and jeeps.

When Victory comes, Nash will build a new car. Into the New Nash will go Nash dependability and integrity, plus a war-enriched skill in precision manufacture.



Forced to Sell Owing to Alterations

Final Clearance of \$5,000 TRADE-IN STOCK

A FEW OF THE MANY BARGAINS STILL LEFT:

STOVES
15 STOVES of well-known makes. Grates and even reconditioned. Guaranteed in good shape. Price at \$25.00, \$35.00 and \$45.00

ONE ONLY CHESTERFIELD SUITE

ONE ONLY BEDROOM SUITE

ONE ONLY BREAKFAST SUITE
All at Clear Out Prices

ODDS AND ENDS MUST GO

BABY FRAMES—At \$15.00 Each
ODD CHAIRS

BEDS, SPRINGS and MATTRESSES

RADIOS
10 RADIOS sold (as is) in two price ranges at \$5.00 and \$10.00
3 RADIOS in working order, 30-day guarantee, at \$25.00

OFFICE FURNITURE
ONE LARGE FIRE-PROOF SAFE at \$150.00
5 SWIVEL CHAIRS, Each \$7.50

LARGE SHOWCASE
Large Showcase, \$25.00
A snap at \$4.95
4 Side Chairs in oak. Now at, Each \$6.95

LINO REMNANTS
CARPETS—A fairly good selection.

SALE CLOSES MONDAY 6 P.M.

WE ADVISE YOU COME EARLY MONDAY WHILE SELECTION LASTS

CRESCENT FURNITURE CO. LTD.
The Store that Sets the Pace
161st Street, Opp. Metropolitan Store

Nash owners in Canada have received uninterrupted service from Nash dealers and distributors. Adequate stocks of Nash parts are maintained at ten centrally located distributor points across the Dominion.



MOTORDROME Ltd. Temporarily Located at KENN'S SERVICE GARAGE 109th Street at 100th Avenue
Distributors of Nash Cars

Little White Church in Rockies Plans Special Summer Services

Visitors to Jasper National Park are invited to worship in the United Church, "The Little White Church in the Rockies."

The Rev. N. D. McInnes, B.A., S.T.M., minister of the church, has planned a special summer ministry of services with church school at 10:15 a.m., morning worship at 11 and evening vespers at 7:30.

"A spirit of deep devotion and enriching worship pervades the summer services in our church," the minister said. "During the years many visitors from near and far have worshipped within these walls. Their presence and the memories of their visits have created a definite atmosphere within the church of which all worshippers become deeply conscious. We trust that this consciousness may be a source of joyful inspiration and challenging strength for guests and members of the congregation as they mingle in friendly worship this summer of 1944."

GENERAL THEME

Sermon subjects at morning services, on the general theme, "The Radiant Life," have been selected

especially for these days of crisis. Sermons at the evening services will be based in part upon "God Will Help You," the book by James Gordon Gilkey, well known minister of South Congregational church, Springfield, Mass.

The congregation of the church at Jasper has had dreams of better facilities and of a church truly befitting the simple majesty of the surrounding mountains. Gradually these dreams are being translated into plans and it is hoped that shortly these plans will be sufficiently well advanced to launch the campaign for fulfillment of the dreams.

A special committee has been set up to which anyone interested in assisting with the realization of the plans may express their desire. For those who wish there will be opportunities for the presentation of memorial windows and other memorial furnishings. The special committee includes the Rev. N. D. McInnes, chairman; D. S. McCready, A. Sherriff, E. A. Colman, A. McKenzie, V. L. Reilly and J. A. Wood.

SUNDAY SERVICES

Wing Commander J. Rossie Brown, R.A.F. staff chaplain in Canada, will be in charge of the morning service in First Presbyterian church Sunday. In the evening the Rev. J. MacBeath Miller, M.A., B.D., will speak on "Christian Action." "A Little Leaven How Mighty," is the subject of the sermon to be delivered in St. Andrew's Presbyterian by the Rev. H. Douglas Stewart, B.A., Glen Campbell, B.A., will be in charge of services at Strathcona Presbyterian church, and his sermons will deal with "The Door of Escape" and "The Ruler's Riches." Donald Douglas will conduct regular worship in Westmount Presbyterian church Sunday morning, and the service in Rupert Street Presbyterian will be in charge of the Rev. William Simons.

McCoy Health Service

Recently I have received many letters from mothers asking various questions as to the care of the baby. Today's article will answer those most commonly asked.

Feeding: All babies from infancy should use some orange juice or tomato juice in addition to milk. Begin with a few drops at each feeding and gradually increase. The breast fed baby usually gets along well as the milk comes along with some protective quality which keeps the baby from contagious diseases, provided the mother is in good health. If the mother is not in good health, or does not have enough milk, the baby should be given fresh orange or tomato juice. He should be weighed once a week and at six months should weigh twice the weight at birth. The baby should be fed at four-hour intervals unless he is weak, when three hours is sometimes advisable. In addition to the milk, the baby should be given three drinks of cool water a day. The water should be boiled and then cooled and given through a clean nipple, in a sterilized bottle. Constipation in breast-fed babies usually yields to orange juice or prune juice. Sometimes an infant suppository or a small enema may be given. If a laxative is needed, milk of magnesia is about the least harmful. In feeding by the bottle, always keep the milk on ice when not being used and sterilize all bottles.

Dress: Keep the clothes simple and clean. Do not use common pins on baby clothes, and keep all open safety pins out of the baby's reach. The baby should be kept comfortable but not too warm. Babies usually do not need as much covering as adults. It is generally better to have the clothes of the baby fastened on with tape rather than buttons.

Baths: Give baby a daily warm bath. On hot days add a cool sponge-off during the heat of the day. Short sunbaths should be given when the weather permits.

Sleep: From the first, the baby should be trained to sleep alone without requiring rocking, or walking the floor. The baby should sleep in a room with plenty of fresh air but out of a draught. Do not use a pillow. A good sleeping position for the baby is on the abdomen.

Fresh Air: Babies thrive on fresh air. Keep the baby out of doors when the weather permits. However, turn the buggy so the sun does not glare in the baby's eyes. Let the baby take his morning and afternoon naps outside if possible.

Exercise: Crying is a good exercise for young babies. The baby may also be placed on the bed after the bath and allowed to stretch and play, wearing the minimum of clothes. In the summer time he may play on a clean blanket on a warm floor.

All questions regarding health and diet will be answered. Large stamped, self-addressed envelope must be enclosed. Write on one side of paper only. Letters must not exceed 150 words. Address: McCoy Health Service, The McCoy Building, 1151 West 6th Street, Los Angeles, Calif.

Summer Ministry

The Rev. W. M. Mainby, B.A., L.Th., rector of Holy Trinity church, will conduct regular services on Sunday. Holy Communion will be celebrated at 8:30 a.m., morning worship at 11 a.m., and evening service at 7:30 p.m.

Capt. James R. Cox, chaplain of the Edmonton air base, U.S.A.A.F., will conduct services in First Baptist church on Sunday.

Special services with guest speakers have been arranged for conference Sunday, July 9, in Central Baptist church. Speakers will include the Rev. T. Daum, Winnipeg; the Rev. F. W. Bartel, Jamestown, North Dakota; the Rev. S. Blum, Cleveland, Ohio; the Rev. R. Schreiber, Wetzlar, Germany; the Rev. A. Kraemer, Medicine Hat, Alberta; and the Rev. J. MacBeath Miller, M.A., B.D., will speak on "Christian Action."

The Rev. G. R. Dawe, B.Th., will conduct regular services in Norwood Regular Baptist church on Sunday.

In the absence of the Rev. W. O'Sullivan from the pulpit of the American Lutheran Mission, regular service on Sunday will be conducted by Mark Otto.

R. Stoker will be in charge of the service at the City Temple of Spiritualism Sunday at 7:30 p.m.

The evening service in All Saints' Cathedral will be conducted by the R.A.F. chaplain in Canada, Wing Commander J. Rossie Brown. At 11:00 a.m.—Morning Service. Sermon by the Rev. W. T. Young.

AUGUSTANA LUTHERAN CHURCH
1001 17th Street
Rev. J. A. VITKAMP, Pastor
Res. 1002 17th St. Phone 2207
10:00 a.m.—Sunday School, Bible Class
11:00 a.m.—Morning Service. Sermon by the Pastor.
7:30 p.m.—Evening Worship. A Cordial Welcome to All.

American Lutheran Mission
Buffalo Hall, 115 Ave. and 9th St.
Mr. Mark Otto officiating in the Pastor's absence.
Pastor: Rev. Mark Otto.
Sunday School, 10:30 a.m.
Divine Service, 11:00 a.m.
We extend to one and all a hearty invitation. We offer "A Changing World."

Salvation Army Citadel
102 St. W. Block South of the River
11 a.m.—Holiness Meeting
2:30 p.m.—Sunday School and Adult Bible Class
7:30 p.m.—Salvation Meeting.

CLOSING DAY
Jones Evangelistic Party
and the
"DOWN-SOUTH CAMP MEETING"

10:00 a.m.—Sunday School
11:00 a.m.—MORNING WORSHIP—Broadcast over CFRN
NOTE: On account of the broadcast this service will begin at 11 o'clock, one-half hour earlier than usual.

5:00 p.m.—"Evening Evangelism"—Broadcast, CFRN.
7:30 p.m.—EVANGELISTIC SERVICE
Hear EVANGELIST CORNELIA JONES-ROBERTSON
of San Francisco

REV. EARL PLEASANT
Singer from Los Angeles
COLORED PREACHERS AND SINGERS
Rev. Mr. Pleasant will sing "The Lord's Prayer" (Marion) in evening service

Tuesday, 8 p.m.—Mid-week Preaching and Prayer Service.
Friday, 8 p.m.—Christ's Ambassador's Youth Service.

Pentecostal Tabernacle
10047 100th Street. Near Jasper.

Rev. Willard C. Pearce, B.D., D.D., Minister

COME TO
Beulah Tabernacle

of the
CHRISTIAN AND MISSIONARY ALLIANCE
90th Street and 107th Avenue
REV. EDWARD T. MAPSTONE, PASTOR

Morning Worship at 11:30 a.m.
"The Next Item on God's Program"

Evening Worship at 7:30 p.m.
"God's Life Insurance Policy"

Radio Broadcasts
Chapel Chimes, Mon.-Sat. at 9:15 a.m.
Evening Meditations, Sunday 6 p.m.
YOU ARE WELCOME AT BEULAH

Church News

TODAY'S MESSAGE

By CHAPLAIN JAMES V. CLAYPOOL

What Service Men Expect Of the Church

WE ALL HAVE much work to do if we are going to build a Christian world following this war. All the experience and insight service men can muster will be needed. Christian people seem agreed that no treaties should be drawn up which are unjust and provocative of future wars. Our influence through the Church can register aggressively here. To establish economic relations on a dependable and productive basis is not a matter on which the Church has technical data, but we certainly want to help where we can in avoiding friction in trade balances. I believe, further, that those of us who are waging this war would like to see colonies administered so that the natives can satisfy their desire to develop into self-governing peoples, since this has been an American policy through several generations.

We have a right to expect our churches to increase their effort to develop wholesome family life and Christian households and neighborhoods. The Church will want to help shape the education of her youth so that moral authority will guide them more than legal and external restraints.

There may not be any rigid peace treaty for some years. Nations may operate under the elastic alliances which can be adjusted as readily as in wartime. We expect the Church to be on the side of a peace which will be lasting, and not merely an armistice.

Undoubtedly the Church will expand her scope of Evangelism and Missions. The Church has always been able to be among the leaders in diminishing race prejudice and breaking down the barriers of racial differences.

We who are in the service should be able to help our churches extend their good will to people of varying religious faith. At a luncheon we chaplains had a short while ago, one of the group, who had just received orders to go overseas, feelingly said: "As a chaplain, I have been most impressed by these opportunities for fellowship between priests, ministers and rabbis. I hope that after the war we can still continue to sit around a luncheon table." Protestants, Catholics and Jews rub shoulders so closely in wartime that I feel we can expect the Church to give evidence of greater toleration and understanding when tomorrow's world is being built.

Lastly, I feel that we can assist in creating unity within the Church. When the men now in uniform return to civilian life, they will not be as interested in denominations as they were before. More and more I sense that men are becoming more interested in religion that feeds their own souls rather than with creeds that satisfy their intellects. They seem to me to be less concerned with the heap of high ideals about tomorrow and more concerned with religion that addresses itself to a man's practical needs for today.

The churches are the instruments for creating a deeper spiritual life in tomorrow's world. The great resources of young laymen returning from war should be used and developed by the churches.

While justice on the part of Christians should always be tempered with mercy, it yet remains that Christian charity fritters into futility if it is not established on just relationships. The Church should encourage weak people not to lean on someone stronger but to become strong enough so they themselves can stand on their own two feet.

I think our hopes and expectations will be realized so far as the Church is concerned and that we will find our churches of tomorrow to be firmly built on clear and righteous dealing. We ourselves will surely discard into the rubbish heap all false foundation stones of hatred and revenge.

ANGLICAN (EPISCOPAL)

CHRIST CHURCH
ANGLICAN
1210 102 Avenue
Phone 3110
Sect. REV. S. S. OTTLEY, B.A., L.Th.
8:00 a.m.—Holy Communion.
11 a.m.—Morning Prayer, Sermon: "WHERE DISCIPLESHIP BEGINS"

7:30 p.m.—Evening Service, Sermon: "ADDING TO OUR STATUE"

St. Stephen's Church
96 St. at 100 Ave.
Holy Communion 8 a.m.
11:00 a.m.—Sung Eucharist
7:30 p.m.—Evening Service
Cantor: Matthew, Rector

St. Matthew's Riverdale
(ANGLICAN)
1st, 3rd and 5th Sundays
Matins and Evens, 11 a.m.
Conducted by Grayson Dodd
2nd and 4th Sundays
Choral Communion, 9:15 a.m.
Celebrating by Canon J. C. Matthews

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Holy Trinity Church
Cor. 101 St. and 9th Ave.
Rev. W. M. MAINBY, B.A., L.Th., Rector
8:30 a.m.—HOLY COMMUNION
11:00 a.m.—MORNING SERVICE
7:30 p.m.—EVENING SERVICE
The Rector Will Preach
Herbert Wild, Organist and Choirmaster

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On Vacation



The Rev. Elgin G. Turnbull, minister of Knox United Church, who is away on his annual vacation. For the summer months Knox and Metropolitan United churches are holding joint services in Knox church, with the Rev. R. McElroy Thompson, minister of Metropolitan, in charge during Mr. Turnbull's absence.

The Rev. E. S. Ottley, B.A., L.Th., will conduct regular services in Christ church Anglican on Sunday. At morning prayer the subject of his sermon will be "Where Discipleship Begins" and in the evening he will speak on "Adding to Our Statue."

NORWOOD UNITED CHURCH
110th Avenue and 9th Street
Rev. W. T. Young, Minister
Mr. E. M. Banner, Organist and Choirleader
The Minister will preach at both services.

11 a.m.—Morning Service "Infant Baptism."
Anthem: "From Day to Day."
Duet: "O Morning Land."
Miss Una Palmer, Mrs. C. Haggith.

12:15 p.m.—Open Session of Sunday School. Illustrated Talk on Korea. Mrs. G. Bruce.

7:30 p.m.—Evening Service
Solo: "O Love That Will Not Let Me Go." Mr. E. M. Bonner.

NORWOOD REGULAR BAPTIST CHURCH
501 11th Avenue
Pastor, Rev. G. R. Dawe, B.Th.
11:00 a.m.—Expositions in Hebrews, Continued.
"THE COVENANT CONFIRMED"

7:30 p.m.—4th in a Series on "A Blind Man's Dilemma."
"A NEW CITIZENSHIP"

GOSPEL HALL
Cor. 97th St. and 104th Ave.
SUNDAY SERVICES
11:00 a.m.—Breaking of Bread.
3:00 p.m.—Sunday School and Bible Class.

7:30 p.m.—Gospel Service.
Tuesday, Prayer Meeting.
8:00 p.m.
Friday, Ministry Meeting.
8:00 p.m.

CENTRAL CHURCH OF CHRIST
110A Ave. and 9th St.
E. Bruce Stainton, B.A., Minister
10 a.m.—Bible School
11:00 a.m. and 7:30 p.m.

GUEST PREACHER:
MR. MEREDITH BERGMAN
of Minneapolis

West Jasper Place Undenominational Sunday School
Will continue holding session during the summer months in the
WEST JASPER PLACE SCHOOL AT 11:30 a.m.

Good Neighbor Not New Policy To Nova Scotia

By HON. A. S. MACMILLAN
Premier of Nova Scotia

Historic Nova Scotia salutes the young and vigorous Province of Alberta, rejoicing in the rich assets of corn and coal and oil which Alberta has brought to our great Dominion.

We are gratified by the assistance which Alberta is able to give toward making impregnable the security of Alaska and the Canadian North-West. Like peace, security is indivisible. Nova Scotians believe that anything done to thwart or discourage aggression anywhere on this continent is an action beneficial to our Province.

IS NOT NEW

I am interested to learn that this edition of the Edmonton Bulletin features the Good Neighbor policy. That policy has been in force in Nova Scotia for more than a generation. We like to visit our American friends—they like to visit us. Ties of blood and friendship unite nations and bonds which we trust and believe can never be severed.

The Canadian who has the best interest of his country, and the welfare of the world, at heart will do what he can to strengthen these bonds.

For it is not too much to say that friendship between Canada and the United States is one of the powerful and important links in the great chain of circumstances that brought the United Nations of 1944 into being.

Movie Stunter

At Ladd Field

Those precarious acrobatics performed by a P-38 in the motion picture "A Guy Named Joe," made many a O.I. shudder when the film was shown at Fairbanks. To one man in the audience, each plunge of the plane brought back thrilling memories.

Lt. Edgar S. Cook, now a member of the Ladd Field Base Rescue Squadron, was the man who did the stunt flying for air scenes used in the Metro-Goldwyn-Mayer production, and he was on hand at the theatre Sunday to see the part he had in the picture.

"I was sent to Drew Field, Tampa, Florida, on temporary duty to make the flying scenes," Lt. Cook said. "The shooting was to last only seven days, but we were there three months while the director of the film held up the picture waiting for good weather and ideal camera conditions."

"I was chosen to fly the plane, not because of any outstanding flying ability, but because I had been an engineering officer for a squadron of 25 P-38's and I had more hours of flying time in a P-38 than any of the other men. And that's what counted."

Truck Convoy Ready to Start to Norman Wells



Curiously enough, oil forms the main cargo for the truck convoy shown above at Johnson's Crossing at the junction

of the Alaska military highway and the Canol pipeline road to Norman Wells. The oil was needed for tractors and trucks working on construction along the road.

Loan \$100,000 Here

Great Work Carried on By American Red Cross In Canadian Northwest

From an office with a staff of one, to a complex organization involving three offices and a staff of twelve has been the development of the American Red Cross in Edmonton since October, 1942.

Charles A. Jacobus, field director, was the first representative to come to Edmonton to work with United States troops. Under authority given by Act of Congress and army regulations—"to act . . . as a medium of communication between the people of the United States of America and their army and navy . . ." arrangements were made to open a Red Cross office at the air base to help soldiers in solving their personal problems, including financial aid in the form of loans or grants when necessary.

Recognizing the need for a re-

creation program for servicemen to relieve the already crowded city. Mr. Jacobus moved into new quarters in January, 1943, at 9625 Jasper avenue. Here there was sufficient room to establish an Allied servicemen's recreation centre. After completely remodeling the building, the new centre was formally opened on April 18, 1943, by Colonel Thomas L. Mosley, Commanding Officer of the Alaskan Wing, A.T.C. By this time three Red Cross women workers were on the scene to assist with the work. They were: Miss Muriel Kyle, Miss Elizabeth Moore, and Miss Gertrude Nichols. Miss Moore and Miss

Nichols have since married and returned to the United States, but Miss Kyle is still carrying on her work at Dawson Creek.

NEW SERVICE CLUB

When the Recreation Centre opened, the American Women's Service Club, composed of wives of American Army officers and American civilians, equipped and staffed the snack bar. Later on they were assisted by the Yankee Service Organization, an organization of American girls working for U.S. contractors in this area. Coffee, milk, hot chocolate and doughnuts were served free of charge by these volunteers.

In May, 1943, Harold D. Kinney was assigned to the office as assistant field director, and George B. Schroeder, assistant field director, arrived in July. Both are still here, doing the bulk of the work, according to Mr. Jacobus. Two secretaries, Miss Vicki McNamany and Miss May Harper, complete the field director's staff.

When the U.S. Army station hospital was established, a Red Cross hospital worker was assigned to handle patients' welfare and recreation problems. At present Mrs. Margaret Bell Howard fills this post. Mrs. Howard was the first Red Cross woman assigned to this area, having done out-

standing work at Fort St. John and at Wabigoon before coming here. As Margaret Bell she is well-known as a writer of juvenile stories.

In the fall of 1943 final approval came for the construction of the present fine new Red Cross Club at 100 street and 103 avenue. The club director is E. R. Heifner, who is assisted by Tommy Noonan, program director; Miss Wesley Hunt, assistant program director; Miss Tena Gieschler, and Mrs. Dorothy Metcalf, staff assistants, and Miss Mary Fay Lewis, secretary. The old Recreation Centre is still doing splendid duty as a club for the non-commissioned officers of Wing Headquarters, and the Field Director's Office is now near the Air Base at the corner of 102 street and Portage avenue.

Recently American Red Cross operations in Western Canada were combined with those in Alaska, and placed under the direct supervision of national headquarters, Washington, D.C. William W. Russell, formerly field director at Whitehorse, Y.T., is now field supervisor of northern Alaskan and Canadian stations. Although he is on the road a good portion of the time, he maintains an office at headquarters of the Northwest Service Command.

"Many people are not fully aware of the welfare part of the

Red Cross program," states Mr. Jacobus. "They are familiar with the more glamorous side of the work, namely club and other recreation activities, but often do not realize that the backbone of the organization is its service to men in time of emergency when soldiers' relatives back home are ill or dying. To date we have lent over \$100,000 to American soldiers in Edmonton alone. Thousands of telegrams and radiograms have been received and sent verifying home conditions to enable commanding officers to arrive at decisions regarding emergency furloughs. No matter what the problem, the Red Cross always attempts to help the soldier."

During the growth of the organization in Edmonton, offices were also set up along the entire Alaska Highway. Field directors and recreation workers were sent to Dawson Creek, Fort Nelson, Watson Lake, Whitehorse and other stations.

"The type of office established depends upon the need," according to Mr. Jacobus. "We always attempt to make provision for handling welfare work first. Then, if possible, recreation facilities are added."

In the field of recreation the policy of the American Red Cross is not to duplicate or parallel any work being done by the army itself, but rather to supplement and assist in any way possible the very splendid work done by Army Special Services officers. In fact, the Red Cross has been very aptly described as the handmaid of special services.

Eight emergency flight strips, located at strategic points in the wilderness of Northwest Canada and Alaska along the 2,800-mile airway, were completed by contractors working for the Northwest Service Command in less than six months at a cost of \$2,365,000. Fewer than 500 civilian workers were employed.

Nazis Kill British Soldier Prisoners

By MARSHAL YARROW

WITH THE BRITISH FORCES IN NORMANDY, July 8. — (CP-Reuters).—Authenticated statements by French civilians show that small groups of captured British soldiers have been shot by the Germans as a reprisal for the alleged shooting of German prisoners by the British.

Such incidents have been reported from Audrieux and Brumay, where bodies discovered by civilians leave no doubt of the soldiers' fate. The numbers killed are not great.

An identical dispatch was issued by Reuters on June 26, but was withdrawn the same day at the request of censors.

Predicting...

A Great Future For Edmonton

Look forward, first of all, to the victory of our allied arms. In the final triumph, come when it may, we shall have done our part.

Look forward, also, to the peaceless blessings of a vast country, favored by nature, rich in the good things of the soil.

Look forward, now and after the war, to a great future in the development of the Northland and Edmonton.



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TRANSPORT DEPARTMENT MacKENZIE RIVER DIVISION

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We Are Pleased to Make the Following Announcements

Weekly Boat Service Waterways to Fort Fitzgerald, Alberta

Semi - Monthly Boat Service Fort Smith, N.W.T., to Yellowknife, N.W.T.

Our boats this year were the first to arrive at Fort Fitzgerald, Alberta, Yellowknife, N.W.T., Fort Simpson, N.W.T., and Aklavik, N.W.T.

Due to our successful operation and manipulation of our boats and barges during the early part of the season, we are in a good position to provide a satisfactory service for the needs of the North during the balance of the navigating season.

For further particulars regarding freight shipments and passenger reservations please communicate with the

Manager,
Transport Department,
MacKenzie River Division,
10129 103rd Street,
Edmonton, Alberta.

Agencies are located at:

Waterways, Alberta,
Fort Fitzgerald, Alberta,
Fort Smith, N.W.T.,
Yellowknife, N.W.T.,
Peace River, Alberta.

Any information required may be obtained from the above.
Freight is received and shipped from any of these points.

The Bulletin's SPORT SHOW by Hal Dean

THE "good neighbor" theme featured in today's issue of The Bulletin has always played a dominant role in sport. And Edmonton, even though it be with modest pride, can justly claim to have done its share in the promotion and maintaining of that friendliness which for so many years has characterized relations existing between the United States and Canada.

Just when that so-called good will began to take shape so far as the local situation is concerned, would be difficult to determine, but doubtless it is directly traceable to contacts established by citizen-athletes of the two countries, and the happy experiences which have been the result.

And it has not been, by any means, just a "one-way traffic" either, although a casual call at Renfrew Park on some ball nights, might leave that impression. War conditions have brought about a very unique situation in the Edmonton baseball league.

UNUSUAL BASEBALL SET-UP

LAST year there were four teams, one entirely American, with three Canadian clubs all spiked with American talent. This season the Yanks, the U.S. Army Air Base team, are still all American citizens, but the U.S. Signals have one Canadian (Jim Kelly) and Danny Hackler, another player, although actually an American by birth and now in that country's army, has made his home in Alberta for many years.

With the league-leading Dodgers are Capt. Frank Wrigglesworth, Capt. Harry Baldwin and Claude Hensley, all of the 1943 champion Yanks. The Arrows have Hal Stafford, Bill Welch, Sammy Kahn, Bob Weiss, Len Haines, all U.S. soldiers, and just to seemingly complicate matters a trifle, Ken McAuley, native Edmontonian, was goalie for the New York Rangers in the N.H.L. last winter, and Jack McGill (now at No. 4 I.T.S.) also of Edmonton and another Arrow, joined the Canadian army while still a member of the Boston Bruins.

ARMY & NAVY STORES SADDLES

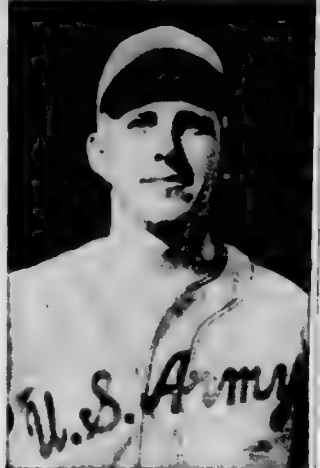


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ARMY & NAVY

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Dodger Now



As further proof of the good neighbor spirit which is so evident in this city, Capt. Frank Wrigglesworth (above), coach of last year's champion Yanks, is one of three members of that club with the Dodgers this season. Yes, the Dodgers are leading the league.

And oh, yes, Doug Stevenson of the Dodgers was with Chicago Black Hawks two winters ago, before joining the army, and manager Bud Corcoran, an American who for several years has been with the United States consular service here. And even an umpire gets into the picture too, for Dick Speer, member of the pitching staff of Detroit Tigers back in Hughie Jennings' time, has lived in Alberta for many years and yet is an American citizen and has been employed as such for some time.

That may all add up to quite a mixture, but the ears of all club tries to beat the ears of all opposition on the field, nevertheless all are one happy family in the final analysis. And what's more they're getting real backing from the public, proof of that being the fact attendance for the seven Sunday games to date has averaged well over 5,000, and the three during each week have been better patronized even than in 1943.

Willie Pep Wins 10 Round Verdict

CHICAGO, July 6.—(AP)—Willie Pep, the amazing Hartford, Conn., Italian lad, chalked up victory number 74 out of 75 ring battles last night by defeating Willie Joyce, shifty Gary, Ind. Negro lightweight, in a blistering 10 round battle.

The verdict of the two judges and Referee Frankie Sikora was unanimous, with the referee voting 35 to 45 in favor of Pep, who holds the New York version of the featherweight championship.

Boys' Wear—Suits, O'Coats Cost Less Here
ARMY & NAVY

Lefty Thomas Loses Tough Game on Pair Unearned Runs

Yanks Edge Out Arrows 2-1 in Ninth

Provincial Open Golf Tournament Starts Sept. 3

The Alberta open golf championship, a 72-hole medal competition will be played this year at the Calgary Golf and Country Club on the Labor Day week-end, Sept. 3 and 4. Dates of the Alberta senior tournament, the Alberta junior championship and the playoff for the Calgary Herald Trophy are also announced.

All entries for the Alberta open should be made to Jack Cuthbert at the Calgary Golf and Country Club before Sept. 1.

The Alberta senior tournament will be held at the Mayfair Golf and Country Club on July 21 and 22. All entries are to be sent to T. S. Thompson, Edmonton Mayfair Golf and Country Club.

The junior championship of Alberta, a 36 hole medal competition will be held at the Edmonton Golf and Country Club on July 25. Juniors will be allowed to practice at this course on July 24 and all entries must reach W. C. Broadfoot by 9 a.m. of that day.

The playoffs between the eight country districts' winners for the Calgary Herald Trophy will take place at the Edmonton Golf and Country Club on July 24 and 25. So far five winners have been declared. They are as follows:

District No. 1, R. Dunlop, Lethbridge; No. 2, F. J. Elmer, Medicine Hat; No. 3, Joe Welch, Red Deer; No. 4, J. Key, Hughenden; No. 5, James Carl, Vegreville.

Race Results

VANCOUVER, July 6.—(CP)—Friday's Landowice Park results:

FIRST RACE—Purse \$500. Claiming, for three-year-olds and up. Six furlongs: Denny Boy (Stocum) ... 3:10 2:10 Lady Giovanna (Bassett) ... 3:10 2:40 Chief Lon (Neal) ... 3:10 2:40 Time: 1:14. Also ran: Banquo, Zella Lass (Speer), G. J. Bell, Lomond.

SECOND RACE—Purse \$500. Allowance, three-year-olds and up. Six furlongs: Nancesworth (Bailey) ... 3:00 2:10 Purusa (Speer) ... 3:00 2:10 Rio Rose (Neal) ... 3:00 2:10 Time: 1:14. Also ran: Paton, Ratton, Miss Wanda, G. J. Bell, Over.

THIRD RACE—Purse \$500. Claiming, for three-year-olds and up. Fought in western Canada. Six furlongs: Red Fox (Young) ... 2:25 2:10 Lord Broke (Haines) ... 2:25 2:10 Miss Avonlea (Speer) ... 2:25 2:10 Time: 1:14 4-5. Also ran: Goldenfawn, Ascot Gal, Wingaway; Red Deer.

FOURTH RACE—Purse \$500. Allowance, for three-year-olds and up. Six furlongs: Just Islam (Bassett) ... 2:41 2:20 Timely Ayre (Hruschak) ... 2:41 2:20 Jazz Ray (Stocum) ... 2:41 2:20 Time: 1:13 4-5. Also ran: Nalod, La Bomba, Ample Glory.

FIFTH RACE—Purse \$500. Claiming, for four-year-olds and up. Six furlongs: Commandable (Neal) ... 2:30 2:15 Samondale (Bassett) ... 2:30 2:15 Brilliant Help (Haines) ... 2:30 2:15 Time: 1:12. Also ran: Paton, Fay Park, Black Mist.

SIXTH RACE—Purse \$500. Claiming, for three-year-olds and up. One mile: Strutting Miss (Bassett) ... 2:15 4:35 3:70 Avondale Star (Bailey) ... 2:15 4:35 3:70 Masqued Mascha (Stocum) ... 2:15 4:35 3:70 Time: 1:04 2-5. Also ran: Simony's Boy, Lady MacDuff, Fair Beck.

SEVENTH RACE—Purse \$500. Claiming, for three-year-olds and up. Six furlongs: Franklin D. (Bassett) ... 2:45 3:10 2:55 Sedcoe (Hruschak) ... 2:45 3:10 2:55 Brilliant Help (Haines) ... 2:45 3:10 2:55 Time: 1:13 2-5. Also ran: Special Lady, Frisco Boy, Proud Time, Miss O'Coats, G. J. Bell, Lee Somers, Paper Hero.

QUINELLA, \$28.16.

Postponed

The Kavanaugh tennis trophy, men's doubles event, billed for Glenora at 6:30 today has been postponed indefinitely.



"I'd love to be your maid, Ma'am, but since we both have the same name, you'd be taking my telephone calls and opening my mail, and all that sort of thing!"

Between Yanks And Canucks

Sport Proves To Be a Tie That Binds Good Neighbors

The world of sport has always been truly an international world. In true sport there are no boundaries, and neither color nor creed matters.

But the aggressor nations have forgotten the world of fair play and friendly competition.

Canada and the United States have played the game with each other in every way for more than 100 years.

Capt. Frank Wrigglesworth of the U.S.A.A.F. stationed in Edmonton, has contributed the article below to this special Canada Project and Good Neighbor Edition of The Edmonton Bulletin.

Capt. Wrigglesworth is well qualified to write on the subject of sport and the Good Neighbor policy. Last season he played second base and captained the champion U.S.A.A.F. baseball team. This year, because of a military regulation he is playing for The Edmonton Dodgers, a Canadian team.—Editor.

By CAPT. FRANK WRIGGLESWORTH

WHEN Rudyard Kipling created the now famous phrase—

East is East, West is West and never the twain shall meet, he specifically left out the North-South angle. Could his prophetic mind have pictured the day when Americans and Canadians would be working—and playing—side by side, reinforcing a time-proved, historic friendship?

The world we Americans and Canadians inhabit has brought us closer than ever before. This time of stress has made our long-standing Good Neighbor policy even more meaningful. Without regard to their individualities, military necessity has placed together Americans originating in all 48 of our United States, men of varied opinions, habits, religions and surroundings with others, equally varied in nature from the Dominion's cities and farms. Many a United States serviceman has known little more about Canada than "what he has read in the papers". The same probably could be said of many people here in relation to the United States.

Yet the wonder of it all is our similarity of interests—materially and morally—our natural love of freedom, our independence and progressiveness.

FRIENDLY RIVALRY

A basis for drawing the parallel between Canada and the United States is sports. Why, for instance, do Canadians take so readily and naturally to baseball and basketball, native American sports? Their keen interest in these sports, the friendly rivalry between our service teams stress clearly that common similarity of interests. It typifies the camaraderie underlying our Good Neighborhood.

Baseball was never more popular

PHONE 22111 FOR A . .

JACK HAYS TAXI

Only Four Safe Blows Off Hunter

A PAIR of unearned runs, one coming with two down in the ninth, gave the Yanks a 2-1 decision over Arrows in Friday night's Senior Baseball League game at Renfrew Park. It was the sixth straight defeat for the Paul Martell coached club.

Forrest Hunter set the losers down with just four hits, two of them by Jack McGill. Only one Arrow succeeded in getting past second base and just two reached the middle station. However, the single counter scored against him was earned.

Lefty Elmer Thomas also turned in a high class mound performance. He yielded only seven safeties, but a pair of errors in the last frame following a double by Pete Meyers cost him the game. Thomas struck out six, three more than his opponent and walked two, as against one pass handed out by the Yank chucker.

McGill picked up his first single with two away in the opening stanza, but Meyers caught Fred Lupul's smash to retire the side.

Birchfield started off for Yanks and was a strikeout victim, but Ralph Schumacher drove the ball into right field for a hit and advanced on a wild pitch. The Yank second-sacker scored when McGill failed to freeze out Gino Valenti's high one after a hard run.

Hunter set the Arrows down in order for the next three innings and although Nick Maskiwich singled in the fifth no damage resulted. In the sixth, Thomas slashed a sharp single to centre and Bob Ried laid down a sacrifice. Thomas came in on McGill's second hit.

Yanks threatened in the sixth, when both Birchfield and Roush hit, but Thomas turned on the heat and Valenti was tossed out—Ried to Gauf—and Des O'Connor threw out Galvin at first.

Pete Meyers started off the Yank half of the ninth with a double and Johnny Gray ran for him. Dorsky fled to McGill and Goodrich struck out, but Wayne Adams batting for Hunter was safe when O'Connor got tangled up with the ball on an easy roller.

Gray went to third on the error and came in with the winning run when Birchfield hit to O'Connor and the latter's throw to Gauf at first was wide.

Arrows	AB	R	H	PO	A	E
Ried, 3b	3	0	0	10	0	1
Gauf, 1b	4	0	0	16	0	0
McGill, cf	2	1	2	1	1	1
Lupul, rf	2	0	0	0	0	0
Sams, c	4	0	0	6	2	0
Maskiwich, lf	2	0	0	0	0	0
O'Connor, 2b	2	0	0	2	2	3
Kahn, ss	3	0	0	1	1	1
Thomas, p	3	1	1	0	4	0
Totals	31	1	4	36	11	4

Yanks	AB	R	H	PO	A	E
Birchfield, 3b	3	1	1	3	0	0
Schumacher, 2b	3	1	1	4	1	0
Roush, rf	3	0	1	0	0	0
Valenti, cf	4	0	0	8	0	0
Galvin, lf	2	0	0	1	0	0
Meyers, 1b	4	0	2	16	0	0
xx Gray	0	1	0	0	0	0
Dorsky, c	2	0	0	4	1	0
Goodrich, p	2	0	0	0	0	0
Hunter, p	2	0	0	0	0	0
xxx Adams	1	0	0	0	0	0
Totals	30	3	7	37	16	4

xx Run for Meyers in 9th; xxx Batted for Hunter in 9th.

Score by innings: 000 001 001—1 4 4 Yanks 100 000 000—2 7 4

SUMMARY

Earned runs—Arrows 1, Yanks 0; two-base hit—Meyers; run batted in—McGill; stolen base—Adams; sacrifice hit—Ried, Schumacher; Dorsky; double play—Galvin to Meyers; struck out—by Hunter 3 (Maskiwich, O'Connor).

WHEN YOU GO EAST

It's a good idea to take a Boat trip

Canada Steamship Lines

SPORTS

PAGE FOURTEEN SATURDAY, JULY 8, 1944

Pats Trim Airlines 6-1

Centrals Shut Out Officers On Spicer's Three-Hitter

Pat Spicer, a soldier from Camrose who is in Edmonton for the track and field meet today, went out on the mound for the Central-Aeroliners in Friday night's City Men's Fastball League fixture at Kingsway Park and shut out the league leading U.S.A.A.F. Officers 3-0. Army and Navy Pats trimmed C.P. Airlines 6-1 in the girls' game.

Mike Milner, who hurled the Officers to nine straight victories in the circuit suffered his second defeat in a row when he allowed the Centrals six hits and three runs. Spicer only allowed the lesser three safeties.

A single to short field, two put-outs and a wild pitch in the first inning sent "Bunny" Wheelfield around the bases to score the opening run for the winners and give them the lead which they never yielded.

Centrals	AB	R	H	PO	A	E
Wheelfield, 3b	4	1	0	8	1	0
Shelpley, c	3	0	0	1	1	0
Shneider, lf	4	0	0	1	0	0
Fedick, rf	4	1	1	0	0	0
Clow, cf	4	1	1	0	0	0
Chenoweth, ss	3	0	0	1	0	0
Ellis, 1b	3	0	1	3	1	0
Green, p	3	0	0	0	0	0
Spicer, p	3	0	0	0	0	0
Barker, 1b	3	0	0	12	0	0
Totals	34	3	3	27	10	0

U.S. Officers	AB	R	H	PO	A	E
Tabor, 1b	0	1	0	0	0	0
Nidiffer, ss	4	0	0	1	2	0
Peterson, rf	3	0	0	1	0	0
Wrigglesworth, 3b	3	0	0	1	0	0
Kellams, lf	3	0	1	0	0	0
Miller, p	3	0	1	0	0	0
Blaisdell, 1b	3	0	0	0	0	0
Wittaker, cf	3	0	0	0	0	0
Grande, cf	3	0	0	0	0	0
Martin, c	2	0	0	7	2	1
x-Letickie	1	0	0	0	0	0
Totals	31	0	3	27	16	2

Score by innings: 000 000 101—3 6 2 Centrals 100 000 000—0 0 2 x-Pinch hitter.

MARY VERENKA ONLY ALLOWS FOUR SAFETIES

The Army and Navy Pats scored two runs in each of the last three innings in the City Girls' Fastball League game at Kingsway last night to overcome C.P. Airlines 6-1 on Mary Verenka's two-hit pitching.

Turning point of the contest came in the fifth inning. With one out and Theresa Lafleur on third, Madeline Hatch hit a double to right field, scoring Lafleur. Laurette Brault then flied out and Jan Spargo threw three strikes to Jean Stewart.

Catcher Dorcas Barrett dropped Stewart's third strike, however, and instead of throwing to first for the putout, which would have retired the side, she threw to third in an attempt to catch Hatch, who was stealing third. Barrett's throw was wide and the runner scored and Stewart made first.

The C.P.A. girls had previously led 1-0 on a run by Edith Radley

nor 3), by Thomas 6 (Birchfield 2, Roush, Valenti 1, Lupul), off Thomas 2 (Roush, Goodrich); first base on errors—McGill, Sams, Valenti; Hunter, Adams, Birchfield; wild pitch—Thomas; left on bases—Arrows 3, Yanks 9; time of game 1:45; umpires—Bob Coxford (at plate), Dick Speer (on bases).

A FEATURE BY

Dittrich

Smart Wear for Smart Men

WHITE OWL Cigars

Your dealer sometimes may be "out" but, boy, what a treat when he's "in"

TO SAVE!

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Savings accounts, for example, are made available in three forms. For those who deposit savings regularly . . . there is the "DEMAND SAVINGS" plan . . . for those who wish to leave savings on deposit for a period of time . . . your TREASURY BRANCHES offer the "SIX MONTHS TERM SAVINGS ACCOUNT" and "TWELVE MONTHS TERM SAVINGS ACCOUNT."

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J. GAVIN, Manager Jasper Ave. Branch.

W. E. COTTON, Manager Whyte Ave. Branch.

Believe It Or Not

By Robt. Ripley

THE PICTURE
FROM
A TO A
IS THE SAME
AS FROM
S TO S



BORN 2ND MONTH, 1922—WAS IN 2ND BATTALION
2ND PLATOON 22ND MARINES—AND WAS
KILLED IN ACTION THE 22ND DAY OF THE 2ND MONTH
AT THE AGE OF 22 YRS. 22 DAYS
WHILE THE MARINES WERE TAKING 2 MARSHALL ISLANDS

Lawn Bowling

CITY ASSOCIATION

The City Association annual men's rink competition will be held on the evenings of Wednesday and Thursday, July 11th and 12th. Entries should be made to club secretaries before Saturday midnight, July 15.

ALBERTA AVENUE CLUB

Draw for week ending July 15:

MONDAY, JULY 16

Douglas-Crockett and Arnold vs. Owen and Jackson. Stott and Shields vs. Clarke and Bailey. Ruff and Hiltbrun vs. Mitchell and White. Bonnett and Gray vs. McIntosh and Ness. J. Campbell and Rigby vs. Henderson and Brown.

TUESDAY, JULY 17

Douglas-Morgan and Gates vs. Aitken and Holland. Barker and McLaren vs. Jackson and Anderson. Quilley and Gellatly vs. Young and Alden. Gordon and Jones vs. Penfold and Nutter. Krupa vs. G. Campbell and Pringle.

WEDNESDAY, JULY 18

Mixed competition.

CANADIAN LEGION

Draw for week ending July 15:

MONDAY

Singles—Scott vs. McPherson. Brad vs. Marshall. Cooper vs. Ridge. Patrick vs. Irwin.

TUESDAY

Teams—Holmes vs. Barclay. W. McPherson vs. Scott. Campbell vs. Cap. Cliff. Figg vs. Cowley. Murdoch vs. H. Cliff.

WEDNESDAY

Inter club games—J. Holmes, J. Murdoch, Hudson's Bay mixed. Mrs. Rice and E. Campbell, to be played on the Legion green.

EDMONTON CLUB

Following is the draw for week of July 10 to 15:

F. D. TROPHY

Monday—Anderson vs. Donald. Warren vs. Bowley. Reid vs. Stewart. McPherson vs. Rosborough. Scott vs. Williams.

TUESDAY

Garvie vs. Law. Stewart vs. Williams. Ockenden vs. Rosborough. Cable vs. Howard. Marion vs. Scott. Reid vs. Warren.

THURSDAY

Friday—Scott vs. Cable. Donald vs. Stewart. Bowley vs. Rosborough. Law vs. Ockenden. Anderson vs. Garvie.

CITY SINGLES (START 8:30)

Monday—Smitten vs. Warren. Ockenden vs. Stewart. Beveridge vs. Scott.

TUESDAY

Howard vs. Williams. Inter club games Wednesday—Mixed rink. Donald at C.P.R., Garvie at Highlands.

CLUB SINGLES

All club singles games must be played by mutual arrangement. Players should consult charts in club room.

CITY ASSOCIATION

Mens' rink competition—To be played Wednesday, July 18. Playoffs Thursday and Saturday. Entries for this event close midnight, Saturday, July 18.

Saturday, July 19—Twilight mixed

rink competition on Edmonton green, starting at 8:30 p.m.

ROYAL CLUB

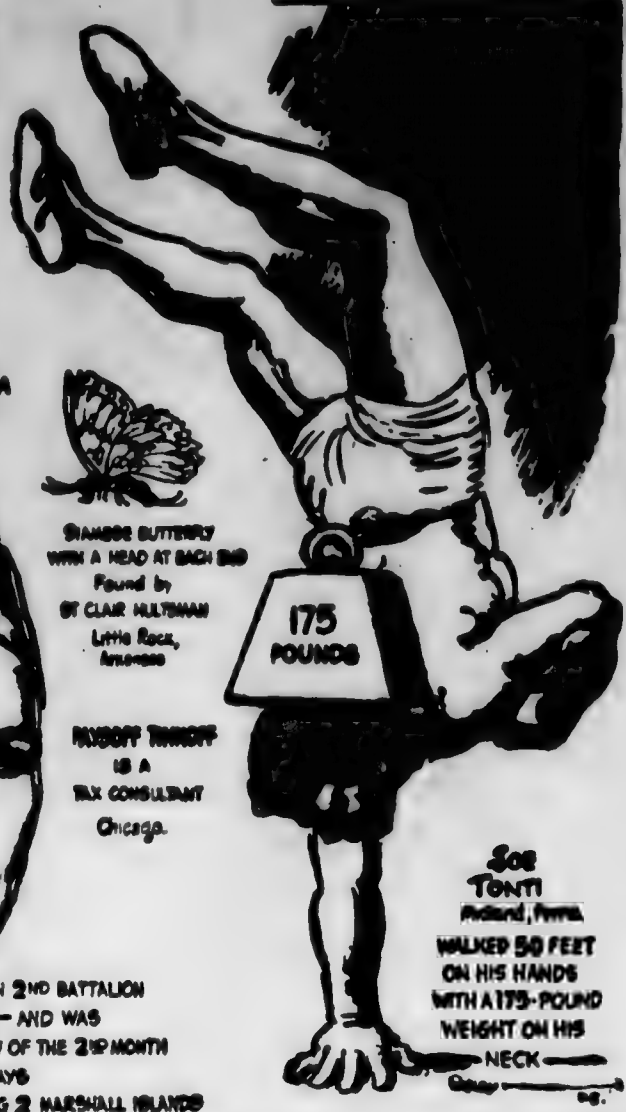
Games for week ending Saturday, July 15:

MONDAY AT 7:30 P.M.

"Hardy" cup rink games—Colbourne vs. Smittle. Goodwin vs. Burrows. Williamson vs. DeBourier. MacDougall vs. Broad. Schofield vs. McGruiter. Martin vs. Wicks. Buchanan vs. Allan.

TUESDAY AT 7:30 P.M.

Jackman cup games. All members WEDNESDAY AT 7:30 P.M.



SHAMBO BUTTERFLY
WITH A HEAD AT EACH END

Found by
ST. CLAIR MATHAN

LITTLE ROCK,
ARIZONA

MUSOFF THORNTON
IS A
TAX CONSULTANT
Chicago

PPC.
J. D. CRUM
Chester, Pa.

BORN 2ND MONTH, 1922—WAS IN 2ND BATTALION
2ND PLATOON 22ND MARINES—AND WAS
KILLED IN ACTION THE 22ND DAY OF THE 2ND MONTH
AT THE AGE OF 22 YRS. 22 DAYS
WHILE THE MARINES WERE TAKING 2 MARSHALL ISLANDS

175 POUNDS

WALKED 50 FEET
ON HIS HANDS
WITH A 175-POUND
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New Zealanders
Defeat Girls 13-8
In Fastball Game

New Zealand officers won their challenge fastball game against the R.C.A.F. W.D.s. on Friday night by a score of 13-8. The return match will be played at "M" Depot next Thursday.

The girls took a three-run lead in the opening frame, but the New Zealanders quickly proving adept at what was a new game to them, scored a pair in the second inning and moved out in front in the third with four additional counts.

Bell drove out a homer for the girls in the second, but left-fielder Fulton for the officers' squad duplicated the feat with one runner on in the fifth and followed with a great one-handed running catch with two on and two down in the last half of the same session.

"It's rumored (teb) there was a bit of wagering on the game too."

Score by innings:
New Zealanders 024 25-13
I.T.S. W.D.s 310 04-8
Ellis and Moore; Billy and McMenis.

Rutherford Girls
Become Champions

The Rutherford school girls' team became grade seven and eight football champions for the city Friday afternoon by trouncing Ritchie 15-9 in the final game played at King Edward.

Anita Ritchie, Ritchie catcher highlighted the fixture with a three run homer in the fifth inning.

Rutherford eliminated Eastwood, Jasper Place and Bennett schools to reach the final.

Score by innings:
Rutherford 312 141-15
Ritchie 300 330-9
Jean Fraser and Kathleen Hutchinson; Joan Steele and Anita Breeze.

Rutherford: Sophie Klappowachuk, ss; Joyce Dugan, lb; Betty McKay, 3b; Kathleen Hutchinson, c; Jean Fraser, p; Helen Hepburn, rf; "Jackie" McKim, lf; Doreen Solitt, 2b; Dorothy Croome, cf; Joy Harrington, cf.

Ritchie: Lorraine Dake, ss; Margaret Radlask, 1b; Kathleen Garner, 3b; Anita Breeze, c; Joan Steele, p; Norma Newman, rf; June Steele, lf; Lorna West, 2b; Jean Maxwell, cf; Lorraine Burke, cf.

Umpires: M. F. Allen and T. W. Williams.

By Jimminy's chief opposition is expected from Mrs. Payne Whitney's Sir Up, who will also carry 120 pounds.

Mel Ott says he will give up in four years if he does not break Ty Cobb's major league record for runs scored. When the Giants' manager topped Honus Wagner's total with 1741, he required 504.

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Dionne Girls Photographed 20,000 Times

The Dionne quintuplets have been photographed more than 20,000 times. That's often more than one group or individual has ever been "shot" including crowned heads and the most glamorous movie stars.

The man who photographed Canada's celebrated children more often than any other person, was an Edmonton visitor Friday.

He is Fred Davis, staff photographer with the Toronto Star, who with Bee Honderick, staff reporter of the Star, are on a tour of Western Canada, "shooting" interesting pictures and getting feature stories for the eastern newspapers.

Davis, who took his first picture of the Dionne quintuplets when they were just three days old, had what is probably the most amazing assignment ever carried out by a news cameraman.

STAYS ON JOB

Sent up to Callander from Toronto at the time the famous multiple birth started, the world Davis was ordered by his employers, at that time, the Toronto Star and NEA news service of New York, to stay right on the job and shoot all pictures of interest in connection with the Dionne children.

As the NEA service speedily had a contract signed with the parents of the quintuplets for exclusive picture rights, Davis' assignment turned out to be a fulltime job.

He moved to North Bay from Toronto and remained on the job for five and one half years.

In addition to taking all pictures of the famous little girls Davis was also assigned to travel everywhere with the late Dr. Roy D'Almeida, physician to the children.

This led to many interesting trips to almost every part of the U.S.A. Davis states the quintuplets were excellent photographic subjects.

All pictures were taken only between 5:30 and 9:30 a.m. That was the play period in the nursery. The youngsters enjoyed being photographed the Toronto man said.

"They were exceptionally pretty kids," Mr. Davis said.

Up until they were four the quintuplets could speak very good English but after that French teachers took over and the little girls were taught nothing but French for several years. As a result have "lost" most of their English, Mr. Davis said.

Another big assignment in the career of Mr. Davis was the Moose River mine disaster in 1937.

Mr. Davis and Mr. Honderick left by plane for Fort St. John on their way to Vancouver.

"General Anger" At Destruction

WINNIPEG, July 8.—(CP)—The Winnipeg Tribune said in a newspaper story yesterday there was "general anger" among citizens of Brandon, Man., when they learned that an estimated 5,000 to 6,000 articles from the A-4 Army Training Centre had been destroyed by army axe-wielders. The centre, established four years ago, was closed by the Defence Department June 15.

Defence minister Ralston said in Commons Thursday night an investigation would be conducted by his department.

The newspaper said surplus supplies were carted to a nuisance grounds. They included coal scuttles, washbuds, pails, kitchen and cooking utensils. The goods were claimed to have been condemned by Army Ordnance department.

Scores of Brandon people, the paper said, salvaged a variety of utensils, repaired them, and now have them in use.

Asks More Arms

BRETTON WOODS, N.H., July 8.—(AP)—Speaking from the United Nations monetary conference, Dr. H. King, Chinese finance minister, appealed yesterday for greater supply of arms and equipment to permit a full-scale offensive against the Japanese.

Noted Air Aces Renew Friendship



Above are shown two of Canada's flying aces of the Great War of 1914-1918, who renewed their long-standing friendship when they met at No. 2 Air Observer School. On the left is Capt. W. R. "Wop" May, O.B.E., D.F.C., civilian manager of No. 2 A.O.S. and on the right is Sqdn.-Ldr. F. R. G. McCall, D.S.O., M.C., D.F.C., who has been posted to duty here with Northwest Air Command. They are shown talking over old times.

Firm Great War Comrades Review Friendship Formed In Hectic Days Overseas

One day in 1918, an SE5 fighter plane was getting the worst of a dogfight over France. With distinct pleasure, the Canadian pilot saw an RFC Camel get on the tail of the Jerry, which in turn was on his tail. As the German went down, the Canadian, a Calgary youngster named McCall, made a note of the Camel's number so he could pass on his hearty thanks. He learned later he'd been helped by another Canadian, a lad called May.

That was the first of many times their paths crossed. The latest was two days ago, when Sqdn.-Ldr. F. R. G. McCall, D.S.O., M.C., D.F.C., arrived on posting at Northwest Air Command and walked across the road to greet his old friend, Capt. W. R. "Wop" May, O.B.E., D.F.C., famed bush pilot and latterly manager of No. 2 A.O.S. one of the most successful air observer schools under the British Commonwealth Air Training Plan.

Sqdn.-Ldr. McCall, fourth on the list of last-war aces, with 37 enemy planes knocked down in six months' fighting, will join the organization division of the Northwest Air Command. He has been back in uniform since 1940, serving at No. 4 Training Command headquarters, Regina, at No. 11 T.S., Toronto, and administrative officer and as commanding officer at No. 7 T.S., Saskatoon. He likes his Edmonton posting. "Getting home again," he puts it, and recalls flying from this airport when it was "a cowfield with a hut Wop had built as an office."

It was with an Alberta Infantry Unit, the 175th Battalion, that Sqdn.-Ldr. McCall went overseas in 1916, but he didn't stay; with it long. He transferred to the Royal Flying Corps next spring, trained at the School of Aeronautics in Reading, and was in operations that fall.

He flew RE8 reconnaissance bombers with No. 13 Squadron, commanded by the present Air Marshal Garrod, R.A.F., and including among its aircrew, J. W. G. Clark, D.F.C., now director-in-chief of public relations for the armed forces. Their aircraft were up to the minute biplanes, with machine-guns and bomb-racks, but they carried no lights, even on the instrument panel, nor parachutes.

TOUR OF BOMBING

During his tour of bombing, artillery spotting, general reconnaissance and photography with No. 13 Squadron, McCall managed to shoot down three enemy aircraft. Then, in May, 1918, came his switch to fighters and to mass destruction of the Luftwaffe's planes. The great aces of the war piled up higher scores, but it took them longer; nobody equalled McCall's bag of 37 during the six-month period he was flying SE5's. He himself was shot down four times, once landing squarely in the French trenches, but each time he escaped without a scratch.

The phase of this era which he remembers with most satisfaction, was the training school he operated in connection with Great Western. A surprising number of his graduates are now captaining passenger airliners, in jobs calling for the utmost in pilots' skill.

An accident in 1933 ended his active flying career, but not his interest in aviation. He was instrumental in the foundation and development of the Calgary Aero Club, which later was to operate No. 5 Elementary Flying Training School, under the British Commonwealth plan.

Now, after four years service in the present war, Sqdn.-Ldr. McCall will apply his long experience to the intricate business of organizing a new and important command, Alberta associations keep coming back to him. It was in Calgary, he recalled, that in 1921 he received his civil license from an inspector called Broadner—that same Broadner, who today is a Air Marshal and Air Officer Commanding-in-Chief, R.C.A.F. Overseas.

Returning Officer Ready For Action

H. M. Crawford, returning officer for the Edmonton constituency in the provincial election, will open offices in Stevenson's Furniture Store, Archibald Block, 2632 Jasper avenue, at the beginning of next week.

Mrs. Grace Mitchell, who has acted in the same capacity on several previous occasions, will be election clerk under Mr. Crawford. Phone number of the returning officer's headquarters will be 26901. The office is expected to be open to the public on Tuesday.

Sixty-six candidates from four parties have been nominated at conventions to date. The number includes 26 C.C.F. nominees; 26 Social Credit; Labor-Progressive, 5, and Independent, 4.

Three Edmonton city conventions will be held before next week-end. The Independent and Labor-Progressive parties will nominate on Friday, July 14, while the Social Credit nominating convention will be held on Saturday, July 15. The C.C.F. nominating meet was held some time ago.

Alberta, Quebec Vote Same Day

OTTAWA, July 8.—(CP)—Two provincial elections, one in Alberta and the other in Quebec, will fall on the same day, next Aug. 8.

Official announcement from Edmonton by Premier Manning yesterday set the same date as that announced last June 28 by Premier Godbout for Quebec. Alberta's nomination day will be July 29; that in Quebec Aug. 1.

Yesterday's announcement brings to three the number of provinces balloting within two months. Saskatchewan voted June 15, electing the first C.C.F. government in Canada.

It was believed that New Brunswick would be the next province to have a general election. That province's Liberal government was elected Nov. 20, 1939, and its term of office expires this year.

Elections in Manitoba and Nova Scotia are not due for two years. Prince Edward Island and Ontario held elections last year.

Minister Dies

DALLAS, July 8.—(AP)—Dr. George W. Truett, 77, internationally-known Baptist who was pastor of Dallas' First Baptist church for almost 47 years, died late last night. He had been critically ill several days.

Military Orders

NO. 1 (B) ARMED DIV. ORDNANCE WORKSHOP

Orders for the week ending July 15: All parades at Connaught armory at 1945 hours unless otherwise stated. Monday: Regimental school for all NCO's not taking trade classes and all officers, D and M (wheeled). Tuesday: Driver mechanics' class, D and M (tracked), band practice. Wednesday: Armament artificers' class, welders' class, Strathcona Cadets at 1800 hours.

Friday: Company parade. Dress: Khaki drill, caps, web belts, and M. carry overalls—Charles E. Garrett, Capt., Officer Commanding, No. 1 (B) Arm'd Div., Ordnance W.S., 2ND (B) BN, THE LOYAL EDMONTON REGIMENT, C.A.

Orders by Lieut. Col. R. W. Hale, M.C., E.D. Parades—Sunday, 8: Bugle band, 1000 hours; brass band, rehearsal, 1000 hours (dress as usual); church parade, 11:30 hrs. Monday: 1430 hrs. Temple Dress: Battle dress, anklets, officers' qualifying course, 1000 hours. Tuesday, 11: 15 Pl. Ross Creek, 2000 hrs. Cadets, 1900 hrs.; bugle band, 1945 hours. Wednesday, 12: 16 Pl. Chipman, 2000 hrs.

Thursday, 13: Bn. H.Q. Sup. A and B companies, 1945 hrs. No. 2 Adm. Pl. Connaught armory, 1945 hrs.; 10 Pl. Stony Plain, 1945 hrs.; 14 Pl. Lamont, 2000 hrs.; bugle band, 1945 hrs. Dress: Excellent band: Khaki drill tunic and pants, field service caps, skeleton web gear, haversack. Battle dress denim or coveralls to be neatly folded in haversack—W. J. Angus, Lt. Adj. for R. W. Hale, Lt. Col., O.C., 2ND (B) BN, LOYAL EDMONTON REGT., C.A.

2ND (B) BN, EDMONTON FUSILIERS, C.A.

Orders by Lt. Col. H. E. Pearson, M.C., commanding. Duties: Orderly officer for the week ending July 15, Lt. N. G. Campbell, next for duty, Lt. C. P. Logan, orderly sergeant, for week ending July 15, Sgt. F. Wainner, next for duty, Sgt. A. G. Campbell.

Parades—Monday, July 10: Brass band will parade at 1945 hrs. Tuesday, July 11: Battalion will parade at 1945 hrs.

Wednesday, July 12: Bugle band will parade at St. Albert at 2000 hrs. Remaining recruits of Pioneer Pl. will parade at Victoria armory at 1945 hrs. Friday, July 14: Bugle band will parade at 1945 hrs. Dress: Officers, battle dress blouse, M.D. shorts and puttees. O.R.'s, battle dress blouse, M.D. skeleton web gear with haversacks and overalls—E. L. Moillett, Capt. and A. Adj., 2ND (B) BN, EDMONTON FUSILIERS, C.A.

Notice: If conditions are favorable it is proposed to fire Bren classification at Winterburn range for those not qualified. Wednesday, July 12. Please watch the papers for further notice.

YOU'RE IN THE ARMY NOW



"Well, how does it feel to be transferred to the base section, Pvt. Sparkowski?"

Service Men's Welcome Home Hut Is Officially Opened



Shown above are scenes of the official opening of the Welcome Home Hut on Friday afternoon. The hut was constructed for the comfort of service personnel returning from overseas through the combined efforts of service and welfare organizations in the city. At the top left is shown Mrs. W. J. Williams of the Canadian Legion Ladies' Aux.

iliary with, left to right, Lt.-Col. E. Brown, M.M., E.D., Maj. R. C. Arthurs, M.C., Alfred Chard, Delbert McFarlane and Major D. Rea. Top right is Mrs. R. C. Marshall, provincial president of the I.O.D.E. Bottom row, left to right, are shown, John Michaels, H. E. Tanner, Mrs. George Goodall and Mayor John W. Fry, who declared the building officially open.

"Welcome Home Hut" for Forces Is Officially Opened in Edmonton

Edmonton has always been known as the friendly city and there is no one more deserving of a friendly hand than the men and women returning from overseas.

Mayor John W. Fry said when he officially opened the "Welcome Home Hut" at the C.P.R. station Friday afternoon.

"It is an expression from the citizens of this city of their desire to make overseas personnel welcome on their arrival here and I am sure they will appreciate this gesture of friendship."

Civic, government and military officials attended the formal opening of the hut which is a result of the combined efforts of service and welfare organizations in the city.

H. E. Tanner, president of the Canadian Legion, B.E.S.L., Edmonton branch, in introducing Mayor Fry stated that he hoped the returned men's welcome would not end when they left the hut. "I would hate to think they were sent out with a 'God Bless You—Now Help Yourself,'" he said.

HOME-LIKE PLACE

The Welcome Home Hut is a cosy home-like place furnished with comfortable chairs and chesterfields, soft, colorful floor rugs, window hangings and mirrors. Plenty of good reading lamps have been provided and there are writing desks and card tables for the use of military personnel waiting between trains.

A checking desk where luggage may be checked has been arranged and a canteen will supply hot coffee and light lunches to the returning men. There will be no charge for food to returning servicemen and women and only a nominal charge will be made to any service personnel using the facilities of the hut.

The comfortable surroundings provide a pleasant meeting place for families and friends of returning soldiers, sailors and airmen and will be a boon to many who stop over in the city for only a few hours.

WELCOMING COMMITTEE

Members of the official welcoming committee are Robert Muir of the Red Cross, Mrs. D. Paddock, War Services Council; Mrs. W. G. Patterson, Canadian Legion Women's Auxiliary; Mrs. G. E. Goodall, Central Committee of War Auxiliaries; Mrs. L. E. Parker, Mrs. J. C. Jefferson, Robert Hume, Canadian Legion War Services; Col. E. Brown, M.M., E.D., chairman of the provincial government's Soldiers' Welfare Commission; Major D. Rea, Salvation Army; W. J. Williams, secretary, manager of the Canadian Legion and Canon C. F. A. Clough.

This committee was formed last October with a view to welcoming home from overseas, men who have been casualties or invalided back to Canada. Since that time, every train has been met and for men who live out of town, free accommodation and meals have been provided by the Salvation Army.

The hut, which was loaned to the committee by the U.S. Army, is on property donated by the C.P.R. just north of the station and has been serviced with all utilities by the city and the Edmonton Gas company.

LIST OF DONATIONS

Donations of furnishings and fixtures were made by the following Edmonton firms: Colin Allan, Clark Lumber Co., Hayward Lumber Co., H. Kelly Co., Woodward Ltd., National Home Furnishers, Thornton and Perkins, Crescent Furniture, T. Eaton Co. Ltd., Hudson's Bay Co. Ltd., Podersky's Furniture, Henry, Graham and Reid, Hook Signs, Reed's Gift Shop, Northern Hardware, Hotel Equipment and Supplies, British Industries Ltd., Edmonton Tent and Awning, Beaver Lumber Co., Red Cross, U.S. Army Air Force Canteen, Sterling Furniture, Kresges, Canadian Legion, Salvation Army, local Breweries, Pilkington Glass Co., Willson Stationery, F. A. Nye Co. Ltd., Silver Heights Peonie Gardens, Campbell Furniture Co. Ltd., Armitage-McBain Co. Ltd.



Store Hours Monday: 9:30 a.m. to 5:30 p.m.—Phone 914



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Mexican Huaraches!

Lightfooted Play Shoes as Gay

and Colorful as a Fiesta! 4.95

So comfortable, so cool, so happy-go-lucky you'll simply live in a pair of these genuine Mexican Huaraches. As illustrated, they have strongly woven uppers made from strips of leather and the stout-hearted out-soles have been made for wear. Choose your Huaraches NOW and have lightfooted ease all summer long. Sizes 3 to 7.



Choice of Cactus green with natural in two-toned effect . . . Indian Red with natural in two-toned effect or plain natural color.

—Shoes, Street Floor at The BAY

Hudson's Bay Company

NAVAL AIR UNIT

- | | | | |
|-----------------------------|----------------|-----------------------------|-------------------|
| HORIZONTAL | 50 Bay | VERTICAL | 1 Rapid |
| 1 Depicted in | 61 101 (Roman) | 2 Preposition | 3 Hectoliter |
| insigne of | 62 Rebuff | 4 (abbr.) | 5 Mariner |
| Squad- | 63 Abandoned | 6 Genus of | 7 Shrub |
| ron 5 | | 8 Seines | 9 Grass |
| 8 It is part of | | 10 Born | 11 Part of "the" |
| the U. S. — | | 12 Any | 13 Poker stake |
| aviation | | 14 Type measure | 15 Land parcels |
| insignia | | 16 Pig pen | 17 Biblical |
| 12 Any | | 18 Withdraw | 19 Rupees (abbr.) |
| 13 Tardis | | 20 Siamese coin | 21 Pedal digit |
| 14 Type measure | | 22 Snakes | 23 Out of place |
| 15 Negative | | 24 Out of place | 25 We |
| 16 Pig pen | | 26 Delirium tremens (abbr.) | 27 On account |
| 18 Withdraw | | 28 Within | 29 Size of shaft |
| 20 Siamese coin | | 30 Hebrew letter | 31 Measure |
| 21 Pedal digit | | 32 Pair (abbr.) | 33 Out of place |
| 22 Snakes | | 34 Out of place | 35 Accede |
| 24 Out of place | | 36 Delirium tremens (abbr.) | 37 On account |
| 25 We | | 38 Within | 39 Size of shaft |
| 26 Delirium tremens (abbr.) | | 40 Hebrew letter | 41 Measure |
| 27 On account | | 42 Pair (abbr.) | 43 Out of place |
| 28 Within | | 44 Out of place | 45 Accede |
| 29 Size of shaft | | 46 Hebrew letter | 47 Measure |
| 30 Hebrew letter | | 48 Pair (abbr.) | 49 Out of place |
| 31 Measure | | 50 Out of place | 51 Accede |
| 32 Pair (abbr.) | | 52 Out of place | 53 Accede |
| 33 Out of place | | 54 Out of place | 55 Accede |
| 34 Out of place | | 56 Out of place | 57 Accede |
| 35 Accede | | 58 Out of place | 59 Accede |
| 36 Delirium tremens (abbr.) | | 60 Out of place | 61 Accede |
| 37 On account | | 62 Out of place | 63 Accede |
| 38 Within | | 64 Out of place | 65 Accede |
| 39 Size of shaft | | 66 Out of place | 67 Accede |
| 40 Hebrew letter | | 68 Out of place | 69 Accede |
| 41 Measure | | 70 Out of place | 71 Accede |
| 42 Pair (abbr.) | | 72 Out of place | 73 Accede |
| 43 Out of place | | 74 Out of place | 75 Accede |
| 44 Out of place | | 76 Out of place | 77 Accede |
| 45 Accede | | 78 Out of place | 79 Accede |
| 46 Hebrew letter | | 80 Out of place | 81 Accede |
| 47 Measure | | 82 Out of place | 83 Accede |
| 48 Pair (abbr.) | | 84 Out of place | 85 Accede |
| 49 Out of place | | 86 Out of place | 87 Accede |
| 50 Out of place | | 88 Out of place | 89 Accede |
| 51 Accede | | 90 Out of place | 91 Accede |



In a Car You Are Protected—But a Pedestrian Is at Your Mercy

Motorists can't be too careful when approaching an intersection where a car is apt to be playing. Watch your speed and be alert.

ROAD REPORTS

It is reported that rains have been general throughout the province and most dirt roads are muddy. Roads north of High Prairie are reported to be in good shape.

Grading crews are working between Calgary and Crossfield and short detours are necessary. Traffic on highway warned by signs and flares. Between Camrose and Daysland grading crew is at work and traffic detour is from Camrose to Otonabee on gravelled highway.

The highway to Dawson Creek is now in full operation. The ban is off all highways for trucks and buses except on Highway Number 16 between Hinton and Edson. The road between Rossington and Freedom on Highway Number 18 is still impassable, but it is reported that the Barrhead area may be reached by crossing the river at Manola. None of the roads in that area are particularly good but we understand that motor vehicles have come from Barrhead via Manola and Vimy. We have reports that the ferry at Sangudo is not yet in full operation, but that cars and light trucks are getting through.

I Saw Today



H. S. MEOLER walking north on 101st street.

AND
Ronald Martland, K.C., entering the Royal bank building; Robert Steele chatting with a friend at the 100 street and Jasper avenue intersection; Bert Miller walking west on Jasper avenue; Bill Bradburn entering the McLeod building; Fred Kennedy walking north on 100 street; John Pollock entering the Civic Block; and Alfred Russell and Charlie Small leaving it.

CLAMS "TELL" SECRET
Clams don't talk, but they save away the secret of huge copper deposits in Alaska when miners dig the clams to eat and found they contained copper.

Post-War Jobs To Be Surveyed By Government

The Dominion department of labor is to start an immediate survey to obtain advance information on the postwar employment situation in Canada, according to W. Duncan, regional employment officer, Unemployment Insurance Commission, Winnipeg.

It is proposed to canvass all establishments with 200 employees, excepting construction firms, governmental offices, National Defence offices, crown companies and hospitals. Subsequent survey will be extended to small employers.

The survey will be conducted by personal interview and questionnaire, and will be confidential. It will attempt to ascertain the factors which influence employment. Demobilization of the war economy and the length of the transition period have implications for demobilization of the armed forces, vocational guidance and retraining of displaced workers and the planning and timing of public works.

Employers will be visited by a representative of the department of labor who will request information, estimates and opinions relative to post-war employment. The first survey must be completed and questionnaires be sent to regional offices by July 28.

REHABILITATION TRAINING

Discharged members of the armed forces undergoing rehabilitation training who were employed in plants and received small amounts from employers, in addition to subsistence allowance from the department of pensions and national health, will be treated, as far as possible, as regular employees, A. O. MacLachlan, National Selective Service and Unemployment Insurance Commission, said Saturday.

Under a recent arrangement between the department and the employers, the employer-trainer paid the total amount and was reimbursed for the amount of the subsistence allowance. The total amount paid was subject to the same regulations and deductions for income tax, workmen's compensation and unemployment insurance as applied to regular employees.

In the case of discharged persons receiving retraining in vocational schools, their status was of a pupil and there was no question of unemployment insurance.

Recovering



Pictured above is five-year-old Darcy Rosecky, Provost, who contracted anthrax at the beginning of the week. She is expected to attain complete recovery from the rare, dread disease due to special R.C.A.P. flights from Edmonton, carrying penicillin and anthrax serum. Reports received here state Darcy is "coming along fine."

Goes East

J. Shuler, sales manager of Crescent Furniture Ltd., leaves Sunday for the east on a business trip. While there he will visit all the larger furniture centres in Ontario, Quebec, and the eastern States.

Dutch-Canadian Flier in City Receives Wing

A Dutch-Canadian air-gunner, who knocked down one enemy fighter and was credited with another probable, on Friday received his operational wing from A.V.M. T. A. Lawrence, air officer commanding Northwest Air Command. The presentation to F. O. Johnny Kieckhefer, Woodbridge, Ont., was made in an office because a posting notice forced cancellation of a ceremony planned for the next and final wings parade at No. 2 A.O.S.

Kieckhefer served his tour with a P.A.F. squadron in England, as the Canadian representative in a Halifax bomber crew, so cosmopolitan it was called "The League of Nations Outfit." Five of his trips he made with a squadron of the hand-picked Pathfinder Force.

It was during an attack on Saarbrücken that Kieckhefer's guns destroyed a Junkers 88, but not before the night-fighter had got in several bursts to the Halifax, so badly damaging it that the pilot was forced to ditch in the sea on the return trip. The crew spent 18 hours in their dinghy before being picked up by the Air-Sea Rescue Service, thus qualifying for membership in the "Goldfish Club." Kieckhefer's "probable" was a Messerschmitt 110 which attacked his aircraft during a raid on Hamburg. Other targets included Berlin, Duisburg, Wilhelmshaven and Düsseldorf.

F. O. Kieckhefer, who came with his family to Canada in 1932, speaks English without a trace of accent. He joined the R.C.A.F. in 1940 and trained at Victoria, Que., Montreal and Moosehead, Sask. Since his return from overseas last fall, he has been on the Flying Control Staff at the Edmonton Airport.

Board Member



Charles C. Becker, former assistant to the general manager, Canadian Pacific Air Lines, whose appointment as a member of the Alberta mobilization board was announced Saturday. Mr. Becker will take his place on the board on Monday succeeding E. B. Fair, former deputy chairman of the board, who has been appointed organizer for the Liberal party in Alberta.

Credit Union Official Here

Credit Unions are operating in every province in Canada and in Newfoundland, Roy F. Bergengren, Madison, Wis., stated on his arrival here to address a meeting to be held in All Saints' Parish Hall, Saturday evening.

He is managing director of the Credit Union National Association, and is now on a tour of Canada, visiting centres where credit unions are in operation.

Mr. Bergengren said that there are approximately 10,000 credit unions in operation on the North American continent, 2,000 of which are in Canada. The membership of these unions, exceeds 4,000,000. There are 54 credit union leagues, eight of which are in Canada. New Brunswick is the only province not affiliated with the national association, he said.

He said that credit unions were making great progress in Alberta, and recalled that this province won the prize awarded for the formation of the greatest number of unions on a population basis.

In his address here, Mr. Bergengren will speak on the post-war objectives of the credit union movement, and also on the need of intelligent understanding between Canada and the United States.

A-R-O-U-N-D THE TOWN
Members of the Orange Lodge will attend the Sunday night service at Robertson United church, commencing at 7:30 o'clock.

Cpl. Paul Bezzola of the Royal Canadian Army Service corps is serving overseas. His wife resides at 11349 67 street.

A meeting of committees of the Edmonton Public School Board will be held in the Board room, 510 Civic block, on Tuesday, July 11, at 8 p.m.

F. O. Thomas H. Gordon, R.C.A.F. fighter pilot, recently was promoted overseas from rank of pilot officer. He is the son of Mrs. H. V. Gordon, 10277 92 street, and has been overseas for more than two years. Two brothers, Glen and Robert are also in the services.

Independent party nominating convention for St. Albert constituency will be held at Morinville at 8:30 p.m. on Monday, July 17, it was announced Saturday by party officials in Edmonton. Lionel Teller, member of the last Legislature for the riding, has announced he will not stand for re-election.

Results of a raffle by the sports association, No. 1 (R) Armored Divisional Ordnance Workshop, R.C.O.C., were announced on Saturday. First and second prizes, both a three-day trip to the Calgary Stampede, with hotel and round-trip airplane transportation expenses paid, were won by Mrs. G. Grieve, 11332 65 street, and W. Freeman, 10046 112 street. The draw took place Friday.

New Guinea native warriors stick strands of bark and intertwined fiber in their hair to form a natural helmet.

Swims to Safety After River Dip

Friday at 8 p.m. a returned soldier jumped from the low level bridge, swam about half a mile in the fast flowing river, walked up a hill to Jasper avenue, and had a cup of coffee in a downtown cafe.

Police later found the soldier in a billiard hall, took him to the police station and warned him that such daredevil actions were not to be performed in Edmonton.

F. Z. Holisky, who lives near the bridge, witnessed the jump and notified police. The soldier was turned over to military authorities by police officers.

Edmonton Men Get Navy Commissions

Among recent graduates of King's college, naval officers' training centre at Halifax, are three Edmonton men.

All probationary sub-lieutenants, the graduates are: Thomas F. Thompson, 10941 83 avenue; John Manson Wampler, son of Mrs. C. Wampler, 10325 83 avenue; and Carl Henry Rolf, son of Mrs. C. A. Rolf, 8228 Jasper avenue.

Taxi in Crash On City Street

Harold Brader, 10730 Jasper Ave., a taxi driver, complained of pain in his right shoulder, while a passenger in the cab, Patrick J. Curran, 211 West Broadway, Winona, Minn., received bruises to the right arm, about 6 p.m., Friday, when the taxi collided with a truck said by police to have been operated by David C. Latta, 9131 Jasper avenue, at 109 street and 104 avenue.

Brader told police he saw the truck coming towards him but believed he had time to turn in front of it. Both vehicles were damaged.

Mrs. T. P. Hall Dies in Michigan
The death of Mrs. Thomas P. Hall of Lansing, Mich., occurred recently according to word received by her sister, Mrs. Jack Guldard, Hart building, Edmonton. Mrs. Hall was a former resident of the city and of Bruce.

She is survived by her sister and a brother Milton Ray of Fennie, B.C. Her husband died in 1941.

Graduates



Sub-Lt. Kenneth Jones, R.C.N. V.R., who has been graduated from the officers' training school at Halifax according to word received by his parents, Mr. and Mrs. D. W. Jones of 11620 96 street. He has been loaned to the Royal Navy for two years. Born in Pontypridd, Wales, he came here in 1930 and attended McCauley and McDougall Commercial schools. At the time of his enlistment in the navy in April, 1942, he was a member of the composing room staff of The Edmonton Bulletin.

Purse Snatchers Get \$7.75 Haul

A youth, one of two who followed her along 103 street hill, about midnight Friday, grabbed the purse she was carrying, turned and rushed up the steps and disappeared. Mrs. Elsie Kinsfather, 9636 103 street, told city police. The snatcher came from behind.

Police investigations were proceeding when word came that a youth had been seen placing something on a window ledge at the McKay Avenue school. It was the purse, with all articles intact except the money, officers found. The bag contained \$7.75 in cash, a cheque for cosmetics for \$4.07, identification card and other articles, at the time it was stolen, Mrs. Kinsfather stated.

IRVING KLINE
PROUDLY PRESENTS
Forget Me Not
PERFECT DIAMONDS
\$35 \$75
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FREE INSURANCE
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Two Men Charged Clothing Theft

Two men, Robert W. Lindley and James Nixon, alleged by city police to have taken two leather coats and a parka from a store room in the Jasper block, 10516 Jasper avenue, Friday morning, were placed under arrest in a downtown store shortly after 1 p.m. that day. Lindley was charged with having possession of stolen property.

According to police, Dominic Kobalik, proprietor of the rooms, one of the men took a key to the store-room, threw the garments out of a third storey window to the ground, and then picked them up and took them away.

The articles were located in an exchange store about 1 p.m. by police. At the shop, it was learned that \$10 had been paid for the goods. Shortly after, a phone call took Detectives Alex. Brenner and Arthur Hamella to another store, where the two accused were apprehended.

Lindley pleaded not guilty to the charge of theft when he appeared before Magistrate Harold L. Howe, K.C., Saturday morning, while plea was reserved in Nixon's case. Both charges were adjourned to Wednesday, with bail in each case set at \$500.

Boys Go North

A party of six University High School boys left for Whitehorse this week by plane to take summer jobs as camp attendants in the buildings and mess halls of Standard Oil of Alaska.

The company operates an oil refinery which is supplied through the Canol pipeline from Norman Wells. The youths will return by bus over the Alaska highway in time for fall opening of schools.

Behaving was introduced into England by William the Conqueror.

The Inquiring Reporter

THE QUESTION
What is your opinion of the action of the Alberta government calling an election for August 8?

THE ANSWERS

LEN LORDON, salesman: It is the right of Premier Manning to call an election when he deems it expedient. I guess the result of the Saskatchewan election prompted the calling of the election. There is plenty of precedent for calling elections before the full term of parliament expires, and results of delayed calling of elections would indicate that the Premier has made a sound decision.

HARRY HUTCHINGS, clerk: I cannot say that I know much about the effect of calling an election at this time. One thing I do know and that is that some political parties will be promising new heavens and new earths to catch the votes of the electorate.

FRED MASON, stonecutter: I guess this will be election year, as rumor is rife that the Dominion battle will be called for late this fall. We might as well get them over with and settle down to winning the war.

Change Pharmacy Instruction Course

The Alberta Pharmaceutical Association has announced through its faculty representative on the University School of Pharmacy, W. H. Sprague, a new course leading to the B.Sc. in pharmacy.

Candidates must have grade 12 standing before entering university, and may serve an apprenticeship or internship during and after the university course. Under this setup, students need not wait three years before entering university, but enter following high school.

Druggists are enthusiastic about the plan, Mr. Sprague said. Prospective candidates are advised to ask their family druggist or Mr. Sprague for further details.

CANADA GRAIN ACT

Board of Grain Commissioners for Canada

Public Tariff Meetings

NOTICE IS HEREBY GIVEN that the Board will hold PUBLIC MEETINGS at the places and times specified hereunder, to hear submissions regarding the maximum tariffs of charges for the crop year ending 31st July, 1945, to be made by managers of elevators licensed under the provisions of the Canada Grain Act.

WINNIPEG — WEDNESDAY, 19th July, 1944, at 10:30 A.M. in TRINITY HALL, SMITH STREET, opposite the Tribune Building.

TORONTO — FRIDAY, 21st July, 1944, at 11:00 A.M. in the offices of The Board of Trade, King Edward Hotel.

By Order of the Board:
J. RAYNER, Secretary.

WINNIPEG, Manitoba, 19th June, 1944.

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ORANGEMEN
of Edmonton will attend Divine Service at
Robertson United Church
SUNDAY, JULY 9th at 7:30 p.m.

Harold L. Kline AND Peter Al. Starko
OPTOMETRISTS
Associated With
Irving Kline & Sons
10117 Jasper Ave., Edmonton
Phone 23582
For Appointment

CANADIAN CORPS ASSOCIATION
Edmonton Branch
CHURCH PARADE
All members are asked to fall in at Masonic Temple at 3:30 p.m. sharp on Sunday, July 9th, for the Annual Church Parade. Berets, arm bands, and medals will be worn. Wives and families are invited. Begle Band of No. 13 Squadron Air Cadets of Canada will parade with the Corps.

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Regular Dances Every Sat., Mon., Tues.

BARN
Air-Cooled With Ice for Your Dancing Pleasure
Dancing Tonite
"Edmonton's Finest Ballroom"
WEDNESDAY, FRIDAY and SATURDAY
Dance to Jack Juchacz's 16-Piece Band
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Old-Time Favorites and Modern Waltzes
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BE SURE TO HEAR:
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SUNDAY, JULY 16, 8 P.M.
Tell Your Friends About It!

Johnstone Walker Limited
Store Hours: 9:30 a.m. to 5:30 p.m. Phone 25181—Ask for Dept.

July Clearance Sale Grouping Women's and Misses' TWO-PIECE SUITS

Faille...Taffeta...Crepe

Dot's, Coin Spots, Shepherd's Checks, Etc.
● Regularly \$16.75 and \$19.75.

Clearing Monday 15.95

● Regularly \$25.00.
Clearing Monday 19.75

● Regularly \$29.50.
Clearing Monday 23.50

Snappily styled Summer Suits for train-travel vacations...and afternoon occasions. Several different styles—some with detachable vests.

● Coin Spot Silk Faille in green and white or wine with white spot.
● Shepherd's Check Jersey Silks and Taffetas in navy, brown, green and black.
● Firmly woven Crepes in white, Duco dot and novelty designs on navy, brown, green and black. Collectively sizes 14 to 18 and 19's to 20's.

Lovely Rayon PANTIES
Banded Briefs and Jills

Check over your supply of undies before permitting this shopping brief to escape your memory. Banded briefs and Jill styles of lovely soft rayon in teardrop and white. Small, medium and large. Priced at **59c**

Smart Summer FROCKS
Redingote Effects of Combined Prints and Plain Crepe

One-Piece Styles of All-over Printed Bombergs
Very smart Frock for the matronly type of women of various activities. Frock you will wear well into autumn. Redingote effects have tops of printed Bomberg in black and blue and black and rose, with plain crepe vestee suggestion up front of top, with matching plain black crepe skirt.

One-piece styles with varied necklines and short sleeves are of novelty prints in tan, blue, wine, rose green and navy. Sizes 38 to 42 and 18's to 24's. Priced at **5.95**

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DOROTHY DIX SAYS—

Happiness Must Be Chased, and Hunted

Little Comes to Girl Who Sits and Waits; Modern Youth Must Boost Own Charms, Must Put Himself, Herself in Limelight

Dear Miss Dix: I am just 20 years old and I feel that I am not getting any kick out of life. What shall I do? I don't step out much, not because I don't want to, but because I haven't met the right man. Should I sit around and wait, or should I go when I have a chance, and thus try to brighten my life. I am a business girl. Please advise.

MARTHA T.

Answer: Well, Mary Jane, when you are older you will find out that we mostly have to go out and hunt for a man. Why? Little comes to those who just sit and wait and fold their hands and wait.

At 20 when you complain of life being dull, stale, flat and unprofitable, you doubtless mean that you lack dates, and that there are not many boys on the horizon. If this is the case, then you certainly should take advantage of every opportunity to go about and let them find out that you are on the earth.

In the olden days, according to the novelties of that period, the maid most admired by men was the shy, shrinking, timid-violet sort of young person who always stayed at home in her mother's shadow, and who was sought out by some adventurous swain who boasted of his discovering her.

But that type of girl does not ravish the masculine fancy nowadays. The modern girl has to show herself and let men between the eyes to make them see that she is living. She has to beat upon the cymbals and boast of her charms and graces, and, in the commercial phrase, "sell herself" to them, or else she is left lamenting. That is why a girl can't sit back and take things easy and wait for Mr. Right to come along.

So keep yourself as well to the front as you can if you want to be noticed.

GOLDEN RULE

Dear Dorothy Dix: I am an unmarried woman in my early thirties. My best pal is a married

woman whose husband is about fifteen years her senior. Whenever she goes out of town, sometimes for a day or two, sometimes for several months at a time, her husband makes dates with me, phones me and sends flowers and candy. Whenever I refuse him a date, he gets hurt and moody. What would you do if you were me?

MARTHA T.

Answer: I would try to practice the Golden Rule, Martha, and do as I would be done by. I would treat my friend as I should want her to treat me. I would be loyal to her and I would want her to be to me. I wouldn't want her flirting with my husband as soon as my back was turned.

I would try to put the fear of God in her husband's heart and make him realize what a poor, contemptible role a man plays who deceives the wife who trusts him. I would tell him if he had ceased to love his wife and was tired of her to come out like a man and say so, and get a divorce so that he would be free to pay other women honorable attention.

Nothing is more disgusting than these old married Latharios who make love to young girls while they are hiding safely behind their wives' skirts, and it is strange that any girl is silly enough to fall for them. A woman of 30 should have enough sense and knowledge of the world not to let herself be compromised by a flirtation with a married man. So if I were you, I would simply say "scat" the next time my friend's husband came around, and shut the door on him.

NO LOVE

Dear Miss Dix: I am very much in love with a man and have asked him to marry me, but he says he does not love me and refuses to marry me. What shall I do? I know he loves me even if he says he doesn't.

N.Y.Z.

Answer: Give him the benefit of the doubt. He should know how he feels about you.

Personal Health Service

By WILLIAM BRADY, M.D.

INFLAMMATION OF LINING OF THE HEART

The medical term for inflammation of the lining membrane of the heart is endocarditis. Acute endo-

carditis occurs in the course of or as a complication of rheumatic fever (acute infectious arthritis, inflammatory rheumatism), acute tonsillitis, quinsy, scarlet fever or sometimes as a complication or sequel of other acute respiratory infections. This is the reason why physicians advise patients with acute respiratory infections, even when the illness is not severe enough to disable, to remain at rest, preferably in bed during the feverish stage, at any rate a clump or colony of the germs responsible for the illness say Streptococci or Pneumococci, would be less likely to travel through the blood stream from the infected area in nose or throat to lodge in the lining of the heart, if the patient remains at rest.

Simple endocarditis in itself is not particularly dangerous. But if the heart lining involved happens to be that adjacent to or covering one of the heart valves, it may so distort the valve as to prevent perfect closure—and that means valvular leakage, valvular insufficiency, valvular disease.

Dr. Osler found that there were 110 cases of acute endocarditis among 200 cases of rheumatic fever in Johns-Hopkins Hospital—fifty years ago. Dr. Hart Wood and Daugherty (American Jour. Med. Sciences, March, '34) found that there were 138 cases of valvular disease among 200 cases of rheumatic fever in University of Virginia Hospital—ten or 12 years ago. They considered only 104 of these cases of valvular disease active endocarditis, however—the rest of the 138 cases were probably the damage remaining after some earlier attack of acute endocarditis.

A good physician listens carefully to the heart every time he visits a patient with rheumatic fever, who has throat or any severe acute respiratory infection, such as scarlet fever, tonsillitis, chorea (St. Vitus' dance). Otherwise he might fail to recognize the development of endocarditis. The complication has a way of developing with little apparent change in the patient's condition—although usually there is some increase of pulse rate and perhaps slight increase of fever.

In 41 cases of acute endocarditis, Pneumococci (pneumonia germs) were found in 21. Beside pneumonia, Pneumococci may be the cause of acute tonsillitis, quinsy, sinusitis, acute bronchitis, acute sinusitis, acute appendicitis. In most cases of acute endocarditis, however, the organism, Streptococcus, is the cause.

Signed letters pertaining to personal health and hygiene, not to disease diagnosis or treatment, will be answered by Dr. Brady. If a stamped self-addressed envelope is enclosed, Letters should be brief and written in ink. No reply can be made to queries not conforming to instructions. Address: Dr. William Brady, 285 El Camino South, Beverly Hills, Calif.

EDMONTON HORTICULTURAL SOCIETY'S

Garden Competitions

HOME GARDEN, PUBLIC OR INDUSTRIAL GROUNDS, LAWN AND DECORATIVE HOUSE FRONT.

Entries Close Wednesday, July 12th

Phone 25217

THESE WOMEN!



"But aren't you afraid of my womanly intuition?"

W.I. in Northern Alberta

By MRS. HUGH J. MONTGOMERY—Box 514, Wetaskiwin.

EDMONTON-VICTORIA-STURGEON CONSTITUENCY CONFERENCE

With delegates from three out of five branches registered, a conference of W.I. women was held at Bon Accord recently. Mrs. F. A. Sherman presiding. Mrs. A. H. Rogers of Edmonton was one of the principal speakers telling of her visit to Nova Scotia where she attended the Dominion meeting of the Navy League. She was able to visit the hotel and speak to the men for whom the W.I. members work. Mrs. H. B. Evans, district director spoke, stressing the need for women to continue to play their part in keeping away inflation. She also told of the blood donors' clinic.

CAMOSE CONSTITUENCY CONFERENCE

Meeting at Round Hill last week, reports were read from Bashaw, Donald, Oxbow, and Round Hill branches. Mrs. J. R. Whitney of Bashaw was the presiding officer. Under the supervision of Mrs. Kalmi of Round Hill, a splendid exhibition of handicrafts was displayed. Reports showed a steady increase in the amount of war work accomplished. Mrs. H. R. Evans, district director, was the chief speaker and besides reminding those present of the blood donors' clinic, the packing of ditty bags and social welfare work, she told of the steps being taken to curb venereal disease. Mrs. E. Batke of Donald was elected constituency convenor to follow Mrs. Whitney of Bashaw.

YOUNGSTOWN

The distribution of bulbs and roots to the gardeners in the branch formed a pleasant part of a recent meeting. Arrangements were made to send cigarettes to local men overseas. The W.I. will hold no meetings until September.

STROME

Preparations are under way to hold a bazaar in the fall, members bringing in articles each month. Mrs. Hayek reported more leather collected for jackets for the Navy League. A number of ditty bags will also be packed. Members attended the constituency conference held recently at Sturgeon and displayed articles of war work.

PICARDVILLE

Mrs. Macdonald of Altondale paid her official visit as constituency convenor and gave a comprehensive history of the W.I. movement in Canada. Mrs. Phillips told of the processing of eggs and vegetables for overseas shipment. A sum of money was voted for the relief of food victims. Mrs. L. Swinburn was appointed delegate to the coming conference. Articles were received for ditty bags and the bazaar. A successful sale of home cooking was reported and a short drive has been an event of social interest.

INDEPENDANCE

The 25th anniversary of this W.I. branch will be celebrated this month. Mrs. Elliott and her committee will have charge of arrangements. An outfit for a child eight years old will be provided for Greek Relief. In a short talk, Mrs. Elliott referred to the interest taken in W.I. work in Great Britain by members of the Royal Family. Preparations were made for the conference being held this week.

ENILDA

Mrs. Berg and Mrs. Thwaites will have charge of the home roll being prepared for those who have enlisted from the district. Mrs. Nordin was present from Big Meadows and arrangements were made to attend the conference to be held there. A shipment was made of women to be used for blankets. Money will be donated for the school picnic. A prize was voted for the handicraft exhibit to be held at the time of the conference.

LOYALIST

The annual war services' picnic will be held in Brown's Grove on Aug. 6. A Red Cross tea had also been an event of recent interest. Letters of appreciation were read from overseas for later gifts of candy and cigarettes. Mrs. Binshell told a story during the afternoon.

Your Baby And Mine

By MYRTLE MEYER ELDER

Eating and sleeping are too closely related activities. Within reason, one may expect the good eater to be also a good sleeper. Changes in sleeping habits usually can be traced to deficiencies in the diet, of which the mother may be unaware.

Mrs. Y.M. cannot imagine why her baby won't sleep well. "She is 18 months old," she writes, "and she wakens two or three times at night. I have thought it might be her diet, but she seems to have enough to eat."

"She has four bottles of milk a day—7 a.m. to 10 a.m., 10 a.m. to 1 p.m., and 1 p.m. to 4 p.m. She is bathed and has orange juice and cereal. At 10 a.m. she has vitamin D. At 2 p.m. she has her dinner of soup, ground liver and vegetable."

"At 6 p.m. she has her supper of peas, mashed potatoes, with oodles of butter, and prunes or other fruit. She is always restless after 1 a.m. and wets several times during the night. Right now I'd like to stop her bed-wetting, and get her to sleeping right."

It appalls me, truly, to hear of a big child of this age taking four bottles of milk and not even at meal times. How can you expect good results from a routine that differs so materially from all the good ones suggested? You can't, that's all.

She should, at this age, have three meals a day. At the end of each meal she should have one cup or glass of milk or its equivalent in a food made with milk. Then nothing but water, orange juice and vitamin D between meals.

She'll eat more solid food, she may drink less milk by cup until she gets over her desire for the amount of food until she willingly accepts milk by cup.

Bed-wetting is to be expected at this age and your first concern is to improve the diet, by so doing improve the sleeping habits and expect an end of bed-wetting when she is old enough for that control. Mrs. J.C.A. I would love to send you a feeding leaflet. Won't you send me a self-addressed, stamped envelope and repeat your request? You gave neither name nor address.

Another Mother: Please give me some information about your baby, age, weight, how fed, when fed, how much food, hours of naps, etc. Then I shall be able, I hope, to tell you why her sleeping habits are so poor.

General instructions on meals and food are in our leaflets. A self-addressed stamped envelope is all that is needed to get them. Mothers mentioned above need leaflet called, "Feeding from One to Two Years." Send your request to Myrtle Meyer Elder in care of this newspaper.

PIROCH

Members will attend a class on remodeling clothing to be given soon. Articles completed for Bundles for Britain will be displayed at the constituency conference. Seamen's quilts were also completed.

LADY TWEEDSMUIR

Busy with war work, members are preparing clothing for Greek Relief. They will pack more ditty bags and are making quilts for the Navy League.

CALGARY W.I. GIRLS' CLUB

Miss A. Burwash of the Canadian Red Cross was a recent speaker at a meeting and since her address war work has received most of the girls' attention. Two of the members work under the direction of Mrs. T. J. S. Skinner at the canteen at Belcher Military Hospital each week. A tea is planned where it is hoped parents and members will become better acquainted. Plans are being made to attend the coming convention of girls' clubs at Olds.

FIRESIDE FRIENDS GIRLS' CLUB, MILLET

The girls had a lesson in making a satin cushion when the, met recently at the home of Maxine Workum. They will send their secretary Eleanor Crough to the convention at Olds. They also plan a three day camp at Pigeon Lake in July.

WATERWAYS

This new branch is off to a good start and is already working on knitting for the Navy League. Mrs. Gattemeir, an American visitor, was guest at a recent meeting when she sang two solos.

Belle of the Party

By ALICE BROOKS

7114



A dress she'll remember all her life! Rosebud sprays embroidered on bodice and skirt of a simple dirndl lend color and distinction. Pattern 7114 has transfer pattern of embroidery and necessary pattern pieces for dress; sizes 2, 4 or 6. State size desired.

Send Twenty Cents in coins for this pattern (stamps cannot be accepted) to Household Arts Dept., Edmonton Bulletin, 60 Front Street, W., Toronto, 1A, Ont. Write plainly Name, Address, Pattern Number.

Please allow a week or ten days for delivery.

envelope and repeat your request? You gave neither name nor address.

Another Mother: Please give me some information about your baby, age, weight, how fed, when fed, how much food, hours of naps, etc. Then I shall be able, I hope, to tell you why her sleeping habits are so poor.

General instructions on meals and food are in our leaflets. A self-addressed stamped envelope is all that is needed to get them. Mothers mentioned above need leaflet called, "Feeding from One to Two Years." Send your request to Myrtle Meyer Elder in care of this newspaper.

War Kitchen

By GAYNOR MADDOX

Drinks can be cooling and have important food value at the same time. Let's stir up a few.

LOGANBERRY (or BLACKBERRY) COOLER
(Enough for 6)

One cup grapefruit juice, 1-3 cup lemon juice, 2 cups loganberry juice, 2 cups water, sugar to taste (about 2 tablespoons).

Dissolve sugar in tepid water. Then add fruit juices. Stir well. Chill thoroughly.

GRAPEFRUIT-TOMATO COOLER

Use 2 parts grapefruit juice to 1 part tomato juice. Add fresh mint. Chill well. Remove mint and serve in cocktail glasses with shaved ice.

FLORIDA EGONOG
(4 servings)

Two cups milk, 2 cups strained

orange juice, 2 fresh eggs (at room temperature), pinch salt, about 2 tablespoons sugar.

Beat eggs well. Add other ingredients and beat well. Chill. For a nourishing sweet cooler serve cool milk with a little molasses added. Use about 1 tablespoon molasses for each cup (8 ounces) of milk.

Monday's Menu

BREAKFAST: Orange juice, ready to eat cereal, French toast, honey or jam, coffee, milk.

LUNCH: Split pea soup, croquettes, egg salad with mayonnaise, sliced tomatoes, canned bread, butter, berries with light cream, iced coffee, milk.

DINNER: Green peppers stuffed with leftover meat and vegetables, tomato sauce, baked potatoes, 8-minute cabbage, whole wheat rolls, butter, stewed apples, cookies, coffee, milk.

McKenney On Bridge

By WM. E. MCKENNEY, America's Card Authority

Here is a defensive play that might seem rare, yet it is surprising how often it comes up and is missed. However, Mrs. A. M. Sobel is not the one to miss this play. She defended today's hand.

Now she led the eight-spot. If East ruffed with the ten, Hazen's nine of trumps would develop into another trick. East might as well discard his losing heart and let Hazen make a trump trick.

(Signed letters pertaining to personal health and hygiene, not to disease diagnosis or treatment, will be answered by Dr. Brady. If a stamped self-addressed envelope is enclosed, Letters should be brief and written in ink. No reply can be made to queries not conforming to instructions. Address: Dr. William Brady, 285 El Camino South, Beverly Hills, Calif.)

HOW TO STOP TIRE LEAK

A slow tire leak caused by the valve refusing to close properly may be repaired with a piece of soft soap. Remove the valve from the stem and smear a bit of soap on the rubber insert and on the rubber plug. If the valve is not too badly worn, the soap will form an air-tight seal.

GET YOUR TICKETS NOW

ON THIS MODERN \$6000 BUNGALOW



Built by the War Services Council of Edmonton

Second Award

\$1,000 VICTORY BOND

Third Award

\$500 VICTORY BOND

TICKETS

50c or

3 for \$1.00

MAIL ORDER COUPON

Municipal Chapter, I.O.E., P.O. Box 174, Edmonton, Alberta.

Please mail me _____ tickets on the War Services Council Bungalow and Victory Bonds, for which I enclose \$_____

NAME _____

ADDRESS _____

CITY-TOWN _____

AWARDS WILL BE MADE JULY 22nd

at the

BIG GYRO CARNIVAL

YOUR PURCHASE OF A TICKET ON THE BUNGALOW WILL HELP THE WAR SERVICES COUNCIL TO DO EVEN MORE FOR OUR ARMED FORCES BOTH HERE AND OVERSEAS

NOTICE

TO OUR MANY CUSTOMERS FROM CITY AND COUNTRY

Commencing July 15th

We Will Be Open for Business in Our NEW BUILDING

AT 10030 109th STREET

(Half Block South of Jasper Ave.)

AS IN THE PAST, OUR POLICY IS

Quality and Service

At Lowest Possible Cost

We sincerely thank our many friends throughout Alberta, North West Territories and British Columbia, for their past support. With our new enlarged and improved facilities we hope to serve you still better than ever before.

Hearing Aids, Radios and Repairs

Small Gas Engines and Outboard Motors
Boats and Canoes
Washing Machine Repair Parts and Service

J. E. NIX, President.

CHAS. E. NIX, B.Sc., Manager

The J. E. NIX Company

(New Phone No. 2264)

Violet Barker Pledges Vows

At St. Mary's church recently, Miss Rose Violet Barker, second daughter of Mr. and Mrs. J. H. Barker, became the bride of Kenneth Edwin Heathcote, second son of Mr. and Mrs. Fred Heathcote, all of Edmonton. The Rev. Arthur Elliott performed the ceremony.

Entering the church on her father's arm, the bride wore a floor-length gown of white satin, the bodice pointed over a full skirt styled with a sweetheart neckline, and lace insertions down the front, and the long sleeves tapering to lily points over the wrist. Her floor-length veil of silk net was caught to her head with orange blossoms. She carried a shower bouquet of American Beauty roses, white sweetpeas and apple blossoms.

Matron of honor, Mrs. Gordon Klamer, sister of the bride, was in a gown of yellow sheer. Her chapel veil was held in place with a coronet of white flowers. She carried a bouquet of pink carnations and mauve sweet peas.

BRIDESMAID

The bridesmaid, sister of the bride, Miss Margaret Barker was in blue sheer made with a full skirt. Her chapel veil was held with white flowers. She carried a bouquet of pink carnations and white sweet peas.

Sgt. Fred Heathcote, R.C.A.F., brother of the bridegroom, was best man, and ushers were Flying Officer Alexander Lukinuk and Flight Sgt. Arthur Asquin.

During the signing of the register Mrs. Archie Taylor sang "O Promise Me."

A reception for 150 guests was held at the Alberta Avenue Community hall. William Jones proposed the toast to the bride.

Mrs. Barker, the bride's mother, wore a maroon dress with brown accessories and a corsage of red roses. Mrs. Heathcote, the bridegroom's mother, received the guests in a two-piece dress of blue with beige accessories, and a corsage of pink carnations. Serving at the reception were Mrs. Jack Martin and Mrs. Lionel Burke.

The couple left after the reception for a short honeymoon at the beach, the bride wearing a mauve suit with white accessories. Upon their return Mr. and Mrs. Heathcote will make their home in Edmonton.

Vary Material For Gay Blouses

By DOROTHY ROE
Associated Press Writer

Are you long on ideas but short on cash? In need of a wardrobe pick-me-up but unable to fit it into your budget? Discouraged by the high prices in the shops?

Then dry your tears, dust off the old family sewing machine and get to work. After all, your grandmother never knew what it was to buy a ready-made dress. She sewed her own and managed to cook, keep house and turn out patchwork quilts on the side.

One of the simplest ways to perk up a summer wardrobe is to stitch up a series of gay, pretty and inexpensive blouses, to wear with odd skirts. If you find a pattern you like, stick to it, and make a series in different materials.

One of the smartest and most adaptable blouse patterns of the season is the U-necked style.

SAVE TIME, MONEY

You need only five-eighths of a yard of material for each blouse, you can make one in an afternoon, and the cost of three will be less than you would pay for one good blouse ready-made.

Make one in starched embroidered eyelet, wear it with a dark, slim skirt, long gloves and a big straw hat—then go forth to an afternoon of bridge or an evening of dining and dancing confident that you look your best.

For office or shopping wear, make a blouse of gay printed linen and team it with a casual light or dark skirt.

A third variation on the theme can be made in organdie with a triple play of brilliant colored ruffling around the neck and bodice. Wear this one with a peasant skirt, for beach, picnic or a day in the park.

Mrs. A. Roberts has as her guest for a few weeks, Mrs. John Wilson of Vancouver, formerly of Edmonton.

Col. James H. Potter, U.S. Army, and Mrs. Potter and their daughter, Miss Shirley Potter, all of New York, will reside at the home of Dr. and Mrs. A. S. Hall, 10219 134 street, for a few weeks.

WIFE OF COMMANDING OFFICER, NORTHWEST AIR COMMAND



Mrs. T. A. Lawrence, wife of Air Vice-Marshal Lawrence, commanding Officer of the new Northwest Air Command, who is shown here with her Samoyed dog, Kasan. The picture was taken at the temporary home of Air Vice-Marshal and Mrs. Lawrence, which is located at No. 2 A.O.S. After July 14, when the Northwest Air Command officially takes over No. 2

A.O.S., Air Vice-Marshal and Mrs. Lawrence will take up permanent residence on the station. Since her arrival in late June from Winnipeg, many entertainments have been held for Mrs. Lawrence. On Friday afternoon, Mrs. V. H. Patriarche, wife of Group Capt. Patriarche, A.F.M., second in command of the new station, was a tea hostess at her home, in honor of Mrs. Lawrence.

THE PERSONAL COLUMN

RALPH OAKES has arrived from Montreal where he has been flying with an airline company for several months. He is resuming activities here as a pilot with Canadian Pacific Airlines. His wife resides at 11404 94 street.

Mrs. Stanley Smitten with her infant daughter, Lois, is visiting in the city from Winnipeg, guest of her husband's parents, Mr. and Mrs. Walter Smitten. FO Smitten is serving overseas.

Mrs. J. E. O'Callaghan of Edmonton was among the out-of-town guests at the Sunderland-Ashfield wedding in Montreal held early this month.

George Walker, K.C., of Montreal, Mrs. Walker and their daughter, Miss June Walker, were Edmonton visitors Friday on route to their home from a holiday in Victoria.

Miss Audrey Mergens will return to the city at the week-end after a holiday in Vancouver.

GUY PATTERSON, K.C. and Mrs. Patterson announce the engagement of their eldest daughter, Miss Lola Patterson, to Sgt. Rodney E. Hooke, Signal Corps, U.S.A., son of the late Mr. and Mrs. Alvin E. Hooke of Oakland, Calif. The marriage will take place early in August.

Mrs. Stanley Evans, Vancouver, formerly Miss June Hall, Edmonton, is arriving Sunday evening to visit her parents, Mr. and Mrs. A. E. Hall for two or three weeks.

The Women Teachers' Club were luncheon guests at the Macdonald hotel on Saturday.

MORE than 100 guests called at St. Catherine's Residence for Girls Friday afternoon to attend a tea and sale of home cooking held by the Life Members of the Diocesan Board of the Women's Auxiliary. Mrs. S. F. Tackaberry, Mrs. H. B. Collins and Mrs. William Bryant received the guests. Presiding at the tea table, decorated with peonies and roses, were Mrs. W. F. Barfoot, Mrs. Gerald McComas, Mrs. Jack Cooper, Mrs. C. H. Harris, Mrs. Arthur Bellamy and Mrs. Cecil Goddard.

Mrs. Thomas Adams of Vancouver, formerly of Edmonton, is a guest of Mrs. Mary J. McKenzie, and expects to be here for a month. She is the wife of ex-constable Thomas Adams, formerly of the city police force.

Miss Betty and Miss Norma Rowe of Edmonton, are holiday visitors at their home in Vermilion.

Misses Virginia Parks and Helen Parks left Friday evening for Banff, where they will holiday for two weeks.

THE Rev. Dr. and Mrs. F. S. McCall, the Rev. Dr. and Mrs. A. K. McKinnin and Mrs. Edward Wright, president of the women's auxiliary, received several hundred guests Friday afternoon and evening when members of the congregation of McDougall United church attended a reception at the newly renovated parsonage on Macdonald Drive. Proceeds are in aid of the parsonage fund. Pouring tea were Mrs. R. E. Broad, Mrs. C. W. Johnston, Mrs. R. E. Kay, Mrs. A. H. Skene, Mrs. F. S. Macpherson, Mrs. C. E. Morris, Mrs. L. D. Parney, Mrs. W. H. Kelcher, Mrs. William Crockett and Mrs. M. J. Ross.

Miss Bona Wishart, whose marriage to David Whitfield Elves takes place on July 11, has been guest-of-honor at a number of entertainments. Mrs. William Brisbane entertained at a miscellaneous shower recently at her home, and on Wednesday, Mrs. William Morrow and Mrs. W. L. Dunkley were co-hostesses at a shower held at the home of Mrs. Dunkley. Guests were Mrs. N. Fulton, Mrs. William McIvor, Mrs. Hugh Davidson, Mrs. A. J. Rattray, Mrs. G. B. Cooper, Mrs. William Brisbane, Mrs. R. G. Douglas, Mrs. J. C. Wishart, Miss Margaret McKinnin, Miss Catherine Douglas. On Friday night the laboratory staff of the University hospital entertained at the home of Mrs. T. A. Gregg. Gift to the bride-elect was a pair of crystal candle holders. Guests were Miss Helen Fox, Miss Jessie Horne, Miss Margaret Kydd, Miss Dorothy Ower, Miss Peggy Hill and Miss Ruth Weddell.

Miss Jean Macdonald and Margaret Tamm left Friday for Banff to spend a two weeks' holiday.

Mr. and Mrs. F. R. Viger have returned to their home at Gadsby, after spending a few days in the city.

Miss Betty Berry has returned to the city after spending a few days in Gadsby.

MISS MARJORIE LONGLEY of the Canadian Girl Guide association, Toronto, who is a Red Cross Guide and the Great Brown Owl for Canada, is touring the western provinces this summer. She will be in Edmonton during the week commencing July 12, and ending July 18, and will conduct conferences and training classes for brown owls and tawneys.

Mrs. J. W. McLeod and her daughter, Miss Herberts McLeod were co-hostesses at a personal shower held recently at their home in honor of Miss Fern Butler, a bride-elect of early July. The tea table was set with a white lace cloth, complemented by a bouquet of pink sweetpeas in a silver basket and pink tapers. Mrs. Butler, the bride-elect's mother, poured tea, and Mrs. D. L. Francis, Mrs. D. Groat, Miss J. Shaw and Miss H. McLeod served refreshments. Prices were won by Miss O. Goodman and Miss Agnes Lindsey. Those present were Mrs. C. Hale, Miss O. Goodman, Miss Eileen Ferrier, Miss N. Mitchell, Miss R. Buchanan, Miss J. Buchanan, Mrs. F. Shields, Mrs. J. Costin, Mrs. H. Butler, Miss Betty McWhinnie, Miss Jean McClymont, Miss Zella Hoar, Mrs. H. Couston, Miss M. Bohaychuk, Mrs. H. Love, and Miss Mary Irwin.

Mr. and Mrs. K. Dewar are visiting in Victoria.

A miscellaneous shower was held recently in honor of Miss Annie McDonald at the home of Mrs. James Short, Mrs. F. G. Pengelly and Mrs. James Short being the hostesses. Games were played, winners were Mrs. Harry Horne and Mrs. Henry Curry. Lunch was served by the hostesses, assisted by Miss Alice Short and Miss Millicent Pengelly. Other guests invited were Mrs. J. S. Phillips, Sr., Mrs. Henry McDonald, Mrs. John Mitchell, Mrs. A. H. Ervin, Mrs. Jack Robertson, Mrs. A. D. Bruce, Mrs. Allan Lang, Mrs. G. G. Gustafson, Mrs. William Allan, Mrs. John Armstrong, Mrs. C. J. R. Stevens, Mrs. William Johnston, Mrs. Arthur McGinnis, Mrs. Alfred Green, Mrs. Martin Ainslie, Mrs. Kenneth Yeathead and Mrs. Edward Brooks.

Reception Held For City Visitor From England

In honor of Mrs. John L. Hamilton, the former Miss Margaret Bell, who has just recently returned from England where she trained as a nurse, Miss Vera Thomson was hostess at an informal reception held recently at her home in South Edmonton.

The tea table was set with an ivory lace cloth, and decorated with pink and white carnations and pink, lighted tapers in crystal holders.

Mrs. Dennis O'Brien poured tea, and Mrs. Donald Finch, the former Miss Francis Coursoil, assisted the hostess. Among the guests from St. Mary's Alumni were: Mrs. T. Connolly, Mrs. D. Finch, Miss Mary Irwin, Miss Isabelle Prattley, Miss Margaret Crome, Miss Mary O'Brien, Miss Freda Ferrow, Miss Ruby Dechamps, Miss Helen Vaugeois.

City Officer Weds in East

WINNIPEG, July 8.—In a home setting, the wedding of Miss Josephine Isabel Chamberlain, only daughter of Mr. and Mrs. B. Blake Chamberlain, formerly of Calgary, to Flying Officer William Hunt Ramsay, R.C.A.F., of Edmonton, son of Mr. and Mrs. James W. Ramsay, Calgary, was performed on July 1, at 6:30 p.m. at the home of the bride's parents. The Rev. Terence J. Findlay officiated.

Douglas Bodie presided at the organ, playing the wedding march. Miss Mary Graham played "Meditation from Thais" during the signing of the register.

The bride wore a simple gown of white silk jersey with deep fitted bodice showing a V-neckline and slimly fitted sleeves ending in lily points. The skirt spread into a slight train. Her full-length veil of bridal net was held by a coronet of pearls and she carried Belmont gardenias and maidenhair ferns.

Miss Peggy Fergus was bridesmaid and Flying Officer Gordon Craig, R.C.A.F., Gimli, Man., was best man.

Following an informal reception the couple left for the east, where the honeymoon will be spent.

Mrs. Ramsay choose for traveling a two-piece dressmaker suit of aqua blue wool. Her hat was white, and she carried a Scottish wool topcoat in matching shades of blue and wore shattered white carnations. F/O and Mrs. Ramsay will reside at Dauphin, Man.

Calendar

The 20th Century Women's Liberal Club, meeting Monday at 8:15 p.m. in the Masonic Temple. All members are requested to be present. There will be a guest speaker.

Lady Strathcona Lodge No. 138, L.O.B.A., meeting in the Orange Hall, 54 avenue, Tuesday at 8 p.m. for initiation. Nickman Red Cross Auxiliary, meeting at home of Mrs. A. Stubbart, 11429 78 avenue, Tuesday at 8 p.m.

MARRIED AT ST. MARY'S CHURCH



Mr. and Mrs. Kenneth Edwin Heathcote are shown above after their marriage which took place recently at St. Mary's church. The Rev. Arthur Elliott officiated. The bride is the former Miss Rose Violet Barker, second daughter of Mr. and Mrs. J. H. Barker, and the bridegroom is the son of Mr. and Mrs. Fred Heathcote, all of Edmonton.

Liberty Bells Club Entertains At Second Anniversary Banquet

The Liberty Bells club held their second anniversary dinner at the Lower Deck on Wednesday evening. The table was decorated with bouquets of sweetpeas and roses, and on display was the flag from H.M.C.S. Weyburn which had been sent to Mrs. G. E. Mortimer, and also a letter from the club's honorary president, Dorothy Lamour, wishing the club further success.

It was reported that 125 parcels of comforts, 140 parcels of magazines, and over 315 round-robin letters had been sent to the 25 sailors now on the club list.

Honored guests included Sgt. Vera Shirley, whose husband was recently mentioned in the King's Decoration list, Mrs. J. H. Morris, Mrs. T. W. Cogland and Mrs. G. E. Mortimer. Members present were Misses Mary-Ina Greene, Doris Leigh, Evelyn Dykes, Jean McClure, Betty Greene, Phyllis Fundittis, Irene Kasmar, Gwen Mortimer. Other guests were Miss Sally Winberg, Mrs. Corbett, LAW, Irene Hayworth, LAW, Ray Robertson, LAC, Ray Boyle, LAC, E. Birdine, LAC, R. Ironsides.

Miss Maxine Vaugeois, Miss Margaret Tyman, Miss Theresa Twyman and Miss Vivian Patry.

Mrs. Hamilton and her baby daughter, Mary, will be guests of Mr. and Mrs. Douglas Thomson for a few weeks. Her husband is serving with the armed forces overseas.

Hilda Hesson National Head

WINNIPEG, July 8.—(CP)—Alderman Hilda Hesson, of Winnipeg, Friday was elected national president of the Canadian Federation of Business and Professional Women at the closing session of the ninth convention here. She succeeds Miss Margaret Wherry of Montreal.

Hilda Hesson, a native of Brandon, Man., has been actively associated with women's organizations in Winnipeg for many years. She has served as an alderman since 1940.

A resolution was adopted asking income tax exemption on wages of \$15 a week, or \$780 a year, and a legal minimum rate of pay for factory and clerical workers.

Officers elected were: Vice-president, Miss Ruth McGill, Regina and Miss Margaret Hyndman Toronto; secretary, Miss Mary E. Thornton, Toronto; treasurer, Miss Della Jones, Calgary; provincial vice-presidents, Mrs. Vera Jacques, Calgary, Miss Hilda Cryderman, Vernon, B.C., Miss Flora Ingram, Winnipeg, Mrs. J. E. Ahern, Halifax, Mrs. Angela Lang, Kitchener, Ont., Miss Kathleen Jenins, Montreal and Mrs. M. E. Whitehouse, Regina.

Larson-Orriss Nuptials Held

The marriage was solemnized on Friday at 4 p.m. at Norwood United church manse, of Miss Evelyn Mary Orriss, daughter of Mr. and Mrs. Philip Orriss and Joseph M. Larson, son of Mr. and Mrs. M. Larson of Stony Plain.

The bride wore an ensemble of turquoise blue, with beige accessories and a corsage of gardenias and sweetheart roses.

Miss Thelma Larson was bridesmaid, and wore a gold outfit, with brown accessories and a corsage of sweetheart roses and sweetpeas.

Best man was Cpl. Orriss, R.C.A.F., of Calgary.

A buffet supper was served at the home of Mr. and Mrs. Orriss. The bride's mother, receiving with the wedding party, wore a powder blue dress complemented by a corsage of pink roses. The bridegroom's mother was attired in a beige frock with a corsage of Tallman roses pinned to her shoulder.

Mr. and Mrs. Larson took a wedding trip to Calgary and Banff.

Mrs. R. J. Hamilton and daughter, Miss Dorothy Hamilton, are at present visiting in Vancouver, guests of Major and Mrs. R. C. N. Hamilton.

The United Canadian Friendship picnic, sponsored by the Council for Canadian Unity will be held at Victoria Park on Sunday, July 16, at 2 p.m. Those attending are asked to bring their own lunch and cups. Mrs. Julia Kiniski is convener.

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Retiring Consul Sees Friendships As Finest Gains

By ROBERT ENGLISH.
Former U.S. Consul in Edmonton.

It is only natural that at the present time the chief thoughts of all of us are concentrated on the war and its successful prosecution. To the people of Edmonton and Northwest Canada the developments occasioned in this area by the conflict have meant that almost all have been actively associated, in one way or another, with military preparations. Not many citizens of Edmonton have yet seen the already famous Alaska Highway, nor have they had a chance to talk on the telephone with Whitehorse and other points, now regarded as in a military zone. Certainly very few, and those persons military men or government officials, have driven their cars with gasoline refined at Whitehorse from the rich crude of the Mackenzie. Yet all this military construction will mean much more to the people of this province in the years to come.

CRITICAL PERIOD

As American Consul at Edmonton during a critical period of development, it has been a great pleasure for me to observe the fine spirit of co-operation which has attended the completion of these wartime construction projects. I have noted with satisfaction the many instances brought to my attention by Canadians where members of the American armed forces and construction personnel have rendered some courteous service to their good neighbors.

An equal number of fine, generous and co-operative actions has been rendered by Canadians to their friends from below the line, struggling to do an important work in the least possible time. Best of all, I think, is the real friendship which has developed as a result of these wartime associations. I doubt if anyone working up here will leave without feeling that he has left behind one or more good friends, whose friendship he will want to continue in the happier days of peace.

NEWS ITEMS

From the files of the Bulletin it is possible to find many interesting news items regarding the happy associations of Americans and Canadians in meeting wartime problems. Besides running accounts of the actual work, there may be found news of the births, deaths, and marriages of the Americans who came to Edmonton to play their part in defeating the enemy. Some day these stories will all be assembled to permit someone to write a history of a great joint undertaking. It will be happy reading.

Purpose of the fan of an automobile motor is to draw in air when the motor is idling. It could be cut out at speeds over 40, as it was on the now extinct Wills-St. Claire.

Yukon R.C.M.P. Had Heavy Wartime Task



Before Pearl Harbor, the Yukon Territory had a total population of whites and Indians of about 4,000. Early in 1943 there were more than 40,000 civilians alone in the Yukon territory exclusive of soldiers who were also numbered in thousands. In 1941 there were just four members of the R.C.M.P. to police the entire territory. The staff of police had to be increased, but even at that, 16 officers is the maximum force policing a vast territory teeming with war activity. The headquarters staff of the

force are shown above in front of the Whitehorse barracks. At the left in front is Sgt. D. Wallace of Victoria, B.C., and Inspector H. H. Cronkite, commanding officer, formerly of Lethbridge. Back row, left to right are: Const. J. Rogers, Vancouver; Const. M. A. Hobbs, Ottawa, and Const. J. H. Wake, London, Ont. Splendid co-operation between U.S. military authorities and the famed R.C.M.P. resulted in an amazingly low record of serious crime.

Employees Own Parachute Firm

In a complete reorganization of Standard Parachute's corporate status, this San Diego firm, one of the first to go into war production, is now entirely employee-owned. Only company personnel can purchase stock and share in the firm's postwar program being evolved within the group.

C. G. Morehouse, formerly executive vice-president, is the new president; C. R. King, George Russell and L. D. Margulis, vice-presidents; D. L. Flagg, secretary, and O. J. Fernsten, treasurer.

The company is an outgrowth of the Russell-Lobe Company founded on the coast in 1924 by pioneer J. M. "Jim" Russell, who along with Col. E. L. Hoffman, Floyd Smith, Guy Ball and Jim Higgins formed the parachute section at McCook

field during World War I.

After Russell performed extensive development of both valve and lobe chutes, including the first non-oscillating lobe chute, and carried out basic work on plane chutes, he retired from the business. Then with imminence of World War II, Russell again returned, backed by the original founders of his first company. These men, well-known

in aviation circles, include Col. E. C. Fauntleroy, Marion C. Cooper and John Speaks.

The backers have now turned over the corporation to the group which directed Standard since Jim Russell's death in 1940. Vice-president George Russell is the founder's son, while the other executives are San Diego men trained in parachute work by the late Jim Russell.

Forced Landing By L. W. Pogue

The emergency landing of a dive bomber recently on the west coast in which L. W. Pogue was a passenger has served to impress aviation circles with the fact that members of the Civil Aeronautics Board are definitely air travellers.

Members of the board have not only flown over most of the domestic routes of this country but several of them have made extensive air trips to foreign countries, including the Caribbean area, South America, England and Russia.

Pogue's crash landing in a Brewster Buccaneer dive bomber at San Diego was kept a closely guarded secret for three weeks. Pogue boarded the plane at Los Angeles with Douglas Kelly, a test pilot for Consolidated Vultee, at the controls. As Kelly began the approach for a landing, he learned that the retractable landing gear would not function. It was quickly decided that the plane should be brought in for a belly landing rather than resorting to a parachute jump.

Kelly brought the plane in fast, wheels up, and when the ship came to a stop, with crash equipment and fire apparatus alongside, Pogue and Kelly stepped out, uninjured. The propeller was badly jammed and the bottom of the ship was ripped apart.

Recently most of the members of the board took a flight on TWA's Lockheed Constellation when Howard Hughes put the big plane through a series of tests, including stalls and banks.

Not always do board members confine their flying to the transport type of passenger planes. Before joining CAB, Harlee Branch took a single engine plane flight to Siberia.

Huge Explosives Cache Discovered Hidden by Nazis

ROME, July 8.—(UPI)—Allied military authorities today permitted the disclosure that a huge cache of explosives has been discovered in a secret cellar on the grounds of the German embassy in Rome.

The explosives apparently were being used by Nazi saboteurs who remained in the capital after the

Praises Projects



Premier A. S. MacMillan of Nova Scotia, who says that northern defence works are just as vital to eastern provinces as the west.

German evacuation to attack Allied military installations.

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We play the same games.

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One of us flying the Union Jack, the other the Stars and Stripes, we both nourish deep in our hearts the same concept of freedom, the same human ideals; And we share an indomitable determination that no one shall ever take them from us.

Today our soldiers fight side by side in all parts of the world. And our citizens work shoulder to shoulder to supply them and support them in their grim task. We of The House of Seagram are proud that our great plants in Canada and the United States are manned by thousands of Canadians and thousands of Americans working together... engaged in the production of high-proof Alcohol for War.

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Greetings

IT IS always a distinct pleasure for me to send my warmest greetings to my many good friends in Edmonton and Alberta.

As one with business associates and friends in both Canada and the United States, I know how much we have in common in our ideals and in our ways of life.

In the challenge of this present world struggle our two great Commonwealths have been brought even closer together to preserve the things we hold dear.

That this unity of understanding and fellowship of purpose will always exist between us is, I am sure, the wish of all men of goodwill on both sides of the border.

E. G. Sick, President
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Expert Gives Advice On Handling Roses for Show

The following tips on how to handle and prepare rose blooms for show purposes may be of value to local rose growers.

Cutting Blooms—This is as important as pruning and the stems of all blooms should be cut down to within three or four buds or leaves of the stem from which it is growing. In this way it leaves less buds for that particular stem to develop before producing another bloom. In other words by cutting your blooms on a long stem you will secure another crop of good blooms earlier.

Cutting blooms for exhibition—All exhibition blooms necessarily have to be cut on fairly long stems to have any chance in competition. We have, however, been asked when and at what time to cut blooms for exhibition. Much depends on whether the bloom is too late for the show date or too far advanced. If you consider blooms are needed for showing which are rather late in bud, it is advisable to cut them three or four days before the date of show and insert them in water practically up to the head,



WALTER P. WILSON

and keep in a fairly warm atmosphere. In cases where the bud is likely to be too early or is becoming too far advanced for the day of the show—we have known exhibitors where. This will generally advance

themselves to cut their buds a week ahead, wrap them in wax paper (that is the bud) and place the stems in cold water and keep in a cool place, and in a week's time the blooms are invariably perfect for exhibition. To be assured of the best exhibition blooms the buds should be cut a couple of days before the show—in the morning, not evening—placed in cold water and kept in a cool place, when they will be in perfect shape for the show bench. Of course this does not apply to all varieties, as some rose blooms do not have as many petals as others, but as a general rule exhibition varieties have a large number of petals and the above handling will apply.

There is no entry fee to enter the Capitol theatre rose show which opens Monday, July 24. Entry forms may be secured at the Capitol theatre box office, or will be mailed on request. The contest is open to any rose grower in Edmonton and district. All roses however must be outside grown. Those who have never won a prize may enter the novice class thereby having an equal chance to those who have had more experience in the cultivation of rose blooms for the show purposes.

Report Tabled On Agriculture

OTTAWA, July 8.—(CP)—The final report of the Commons committee on agriculture was tabled yesterday in the Commons by committee chairman, W. G. Weir (L.-Macdonald). The report urged that Canadian wheat board officials continue their attempts to iron out administrative difficulties encountered in the payment of the guaranteed equalization fee on marketed oats and barley. Payment of the equalization fee was one of the matters studied during the six meetings of the committee.

Travels "Cheap"

WINNIPEG, July 8.—(CP)—Fifteen-year-old Jimmy Custard arrived in Winnipeg yesterday from Washington. He is en route to Saskatoon. The whole journey so far has cost Jimmy—who runs errands in the Capitol, one dollar and forty-seven cents. Jimmy hitchhiked all the way and spent most of his money on maps.

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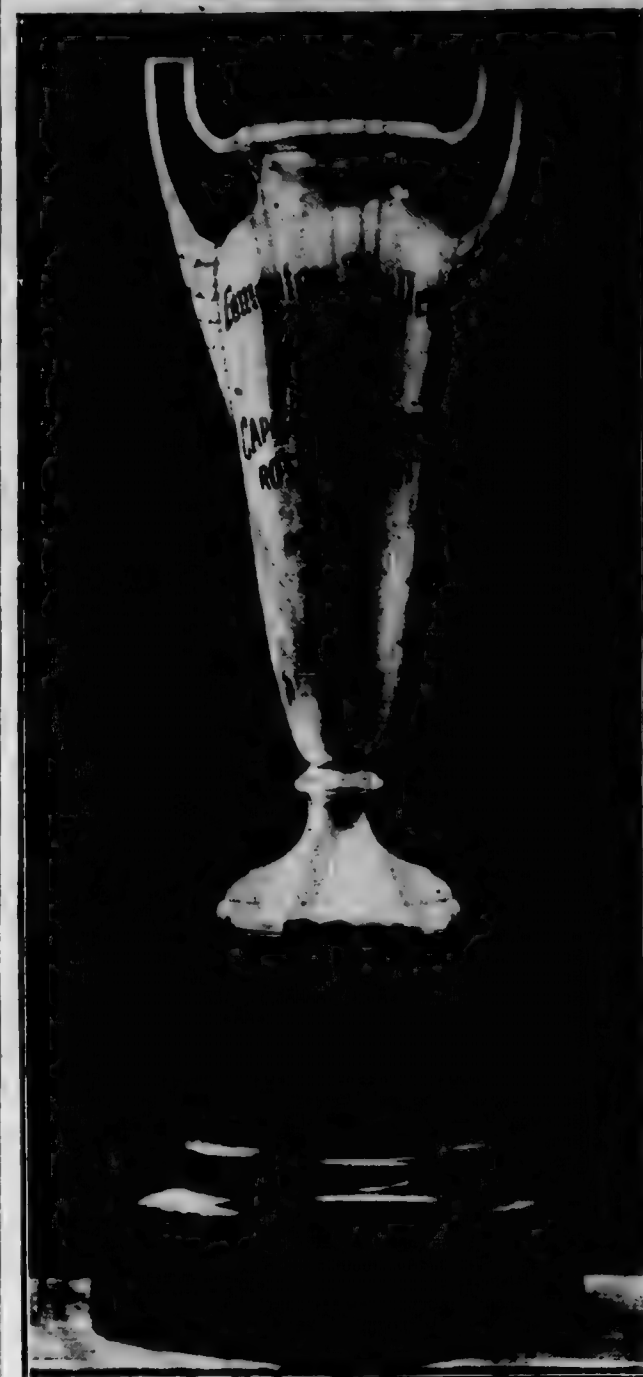
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For the Best Rose



Donated by The Edmonton Bulletin, the perpetual challenge cup will be awarded to the exhibitor of the best rose bloom in the Capitol Theatre's 12th Annual Rose Show, being held in the rotunda of the theatre on Monday and Tuesday, July 24th and 25th. Successive Rose Shows have been productive of two outstanding features, the close, keen competition among exhibitors and the uniformly high quality of the blooms. Advance reports indicate the show will equal past years.

114 Enemy Planes Downed on Raid

By HOWARD COWAN
LONDON, July 8.—(AP)—More than 1,100 United States heavy bombers under strong escort drenched 11 high-priority targets in Central Germany with 3,000 tons of bombs yesterday, stunning the Germans to put up the biggest aerial battle in six weeks, in which 114 enemy planes and 24 American bombers and six fighters were shot down.

Another great battle in the clouds raged over German Silesia, where about 75 miles south-east of Breslau more than 500 heavyweights from Italy struck oil plants near Blech-Hammer and Oderstadt, leaving them wreathed in fire and explosions. An undisclosed number of German interceptors were shot down.

The big force from Britain went after an assembly plant at Mockau, synthetic oil plants at Lutzendorf, Bohlen and Merseburg, a bomber assembly plant at Bernburg, a bomber component plant at Aschersleben, engine works and ball-bearing plants at Leipzig and an assembly plant at Halle.

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Heinz Company Now Building Ontario Plant

M. J. Heinz Company of Canada, Limited, is making rapid progress in the construction of a factory at Wallaceburg, Ont., and the structure will be completed and equipped in time to process tomatoes this season.

The output this year will be limited to tomato products, mainly for the export trade. The company has contracted with growers for a large acreage of tomatoes, but it is expected that twice as many will be grown next year for processing at this factory.

M. S. Dixon, who has charge of manufacturing in Canada, has announced the following members of the executive personnel: L. L. Griffin, manager; Eric Russell, chief clerk; Carl Burk, head service man; and Earl Williams, master mechanic.

The company purchased a 60-acre tract for the erection of a factory six years ago, but the outbreak of World War II delayed construction.

The main building will be 160 by 478 feet and the power house will have ground dimensions of 75 by 80 feet. The buildings will have steel frames, concrete block walls and steel sash. A switch of more than a mile in length has been completed to give the factory full railroad facilities. Wallaceburg has excellent facilities for water shipments and even the largest lake boats stop there, but the company will have its own docks.

Plans were prepared by Hutton and Souler, architects of Hamilton, Ontario, who specialize in designing factories and the building is being erected by the Frid Construction Company Limited.

The company operates a factory

New Factory Is Under Construction



Architect's drawing of the factory M. J. Heinz Company of Canada, Limited, is building on a 60-acre plot at Wallaceburg, Ont. The main building is 160 by 478 feet, and the power house 75 by 80. The structure will have steel frames, concrete block walls and steel sash. The plant will be ready for operation before the next harvest. This year's operations will be limited to the processing of tomatoes. Hutton and Souler, Hamilton, Ont., are the architects, and the Frid Construction Company is the contractor.

at Leamington where 37 varieties of foods are prepared. It recently added a refrigeration unit to this factory and has plans for other extensions. Heinz has contracted for the crops of a larger acreage than in any previous season during the more than 40 years it has been operating in Ontario.

Only one in every 200 Americans attain a height of six feet.

Vice-President

BUENOS AIRES, July 8.—(AP)—Col. Juan Peron, minister of war, was appointed vice-president yesterday by decree of President Edelmiro Farrell. The vice-presidency had been vacant since Farrell succeeded President Pedro Ramirez March 10. Rear Admiral Alberto Tessaire, minister of interior, replacing Gen. Luis Perlinger.

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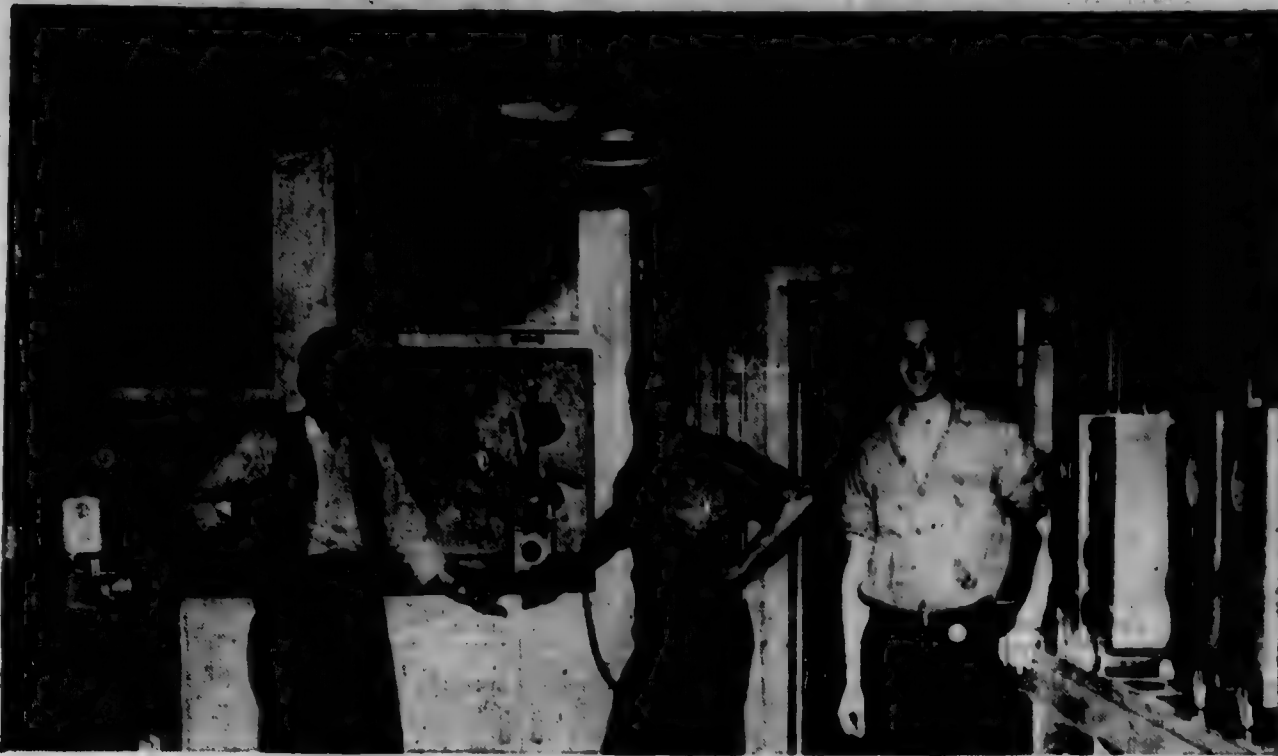
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Canadians Man Whitehorse Oil Refinery Laboratory



In the manufacture of modern high octane gasoline, constant checking and analyzing of each of the complicated phases of production is required. More and more the job of refining fuels from crude oil is becoming a complicated chemical proposition. Plane engine fuels are becoming more powerful every month. Above is a scene in the new Whitehorse refinery for the Canol pipeline, where crude

oil from the Norman wells becomes high octane gasoline to power U.S. and R.C.A.F. fighting planes engaged in the Pacific war. From left to right are: Norman Dan Lang, Saskatoon, laboratory inspector; Douglas Williams, Lethbridge, laboratory inspector, graduate of the University of Alberta, and B. R. Kennedy, Flin Flon, laboratory helper.

Great Interest Now Centres Ram River Test

Drilling of the new No. 3 production well of Ram River Oils, Ltd., is reported by officials of the company to have reached a depth of 1,315 feet, with considerable gas appearing at 840 ft. to present depth. Report on the log reveals good porosity which appears to be increasing with depth, a factor to which geologists attach much importance. Latest reports reveal oil is now appearing in the core.

The No. 3 well is located 1340 feet north and east of the No. 2 discovery well, and Geologist Russell V. Johnson has estimated that the No. 3 well may be 1,000 ft. shallower than No. 2, and early drilling appears to indicate that No. 3 is logging slightly shallower than No. 2.

A steady increase has been reported in the oil flow at Ram River No. 2 discovery well and the company has purchased new equipment for moving the oil from No. 2 to the refinery and oil will be shipped continuously to the market. It is well known that much of the oil produced in the United States and Mexico is obtained from the Devonian Strata of Paleozoic age, and so it is interesting to note that Ram River Oils, Ltd., is drilling in the Devonian structure.

STEP-UP HOLDINGS

It has recently been announced that the Imperial subsidiary, Northwest Co., has taken another big block of acreage in this Northwest Foothills area, between Saunders Creek and Nordegg, which brings the Northwest holdings in this general area to around a half million acres. Home Oils have also recently obtained a permit on about 100,000 acres, and further to the south the Imperial subsidiary has another large block of acreage, acquired

after the successful operations of Ram River Oils, which established the presence of oil in the latter area.

Immediate attention is centred on Ram River No. 3, which promises to be the first to reach the Devonian in this foothills area, where the bringing in of a good producer would undoubtedly be quickly followed by large scale development programs not only by Ram River Oils on their favorably located holdings, approximately 16,000 acres on the Ram River-Clearwater structure, but also by many others who have become interested in the Devonian structure of the Central Alberta foothills since the discovery of high test oil in Ram River No. 2 well.

Urges Post-War Training Set-Up

The establishment of a joint aviation training committee will be an essential requirement of our postwar planning, W. L. Jack Nelson, assistant director of training, believes. He described it as the best means for promoting both the future security of the country and the maximum amount of aviation education for the next generation. Such a committee, Nelson said, "could coordinate all of the essential facilities in this country necessary to train each year a sufficient number of young pilots enrolled in some form of an Aerial Reserve Training Corps, ready at all times to defend America in the skies."

It is understood the proposal for a joint training group has the approval of William A. M. Burden, Assistant Secretary of Commerce. According to Nelson's plan, it would be composed of a representative of the Army Air Forces, of Naval Aviation and of the Civil Aeronautics Administration. In this way it would be comparable to the Joint Aircraft Committee which combines and co-ordinates the efforts and energies of the Army Air Forces, Navy Bureau of Aeronautics and the civilian War Production Board.

Tells of Production

New Brunswick Premier Lauds Defences in North

By HON. J. B. McNAIR, K.C., LL.D.

Premier of New Brunswick

The people of New Brunswick heartily congratulate the North Americans of two nations who, with such characteristic courage and vigor, have carried through to a speedy and successful conclusion the gigantic construction tasks of the Alaska Highway and the Canol oil project.

New Brunswickers well realize that in this modern global war, the defence of the Yukon and of Alaska is also the defence of the homes of this Atlantic province—now just one air-travel day away from what was once the "far west."

You of the Northwest have made a magnificent contribution to the defence of our continent. And as our good—and near neighbor—I am sure you will be interested to know how the people of New Brunswick—Canada's second smallest province in population, and third smallest in area—are participating in the common effort.

MANY WOOD PRODUCTS

New Brunswick with its vast forestland, naturally makes its greatest industrial contribution to the war effort through wood and wood products. In this province is situated the world's largest producer of aircraft veneer, with an output last year of 180,000,000 sq. feet of veneer. Native wood is being utilized in our shipyards to build invasion barges and many other types of craft for the allied navies. Tremendous quantities of

pitprops have been shipped to Britain.

FARM LABOR

Next in importance to forest products, is agriculture. With a shortage of farm labor, New Brunswick last year managed to exceed practically every production quota, reaching 150 per cent of the objective for potatoes, 125 per cent for hogs, 150 per cent for turnips and 149 per cent for butter. With us, potatoes have an importance in the economy almost equal to that of wheat in the west. Soil and climate combine to produce an ideal potato both for seed and table use, and the yield per acre is hard to equal elsewhere. For instance, in 1943 this province produced one-quarter of all the potatoes raised in Canada.

Our harvest from the sea is also abundant. The great fisheries industry owes its existence to the fact that our seacoasts form a part of one of the most prolific fishing grounds in the world—the Bay of Fundy and the Gulf of St. Lawrence. In the production of oysters, clams, smelts, shad and sardines this province leads all others; in the production of lobster, salmon, herring, scallops, quahaugs (hard

shell clams) and haddock, it ranks second; and in the output of cod, third.

In mineral production, New Brunswick is also aiding the war effort. Coal mined in 1943 had a value of \$1,642,834. There was considerable production of natural gas and crude petroleum. Iron ore mined for the use of a nearby steel mill amounted to 127,734 tons. The great moose industry is developing rapidly, turning

ing an area formerly considered wasteland into productive use. And large quantities of gypsum are being exported including weekly shipments of a special plaster used in producing self-sealing gasoline tanks for airplanes.

At the present time, the possibilities of the Petrolia Tidal Power site are being surveyed. If this project is successful, 450,000 additional low-cost horsepower will be

available for the development of new industries in all three Maritime provinces.

Because of the rapid growth of air transport, New Brunswick, like Alberta, now stands at the commercial crossroads of the world—a direct connecting link between Europe and Asia. With one of the largest airports in the world, Moncton is the main air centre. Several flights daily connect Moncton with all the principal cities of the Dom-

inion, with New York and Boston, Labrador and Newfoundland. Shediac, 14 miles from Moncton, is a port of call in Pan American Airways regular passenger and mail service over the northern route to England. After leaving New York, the first stop, and the only stop in Canada, is at Shediac. Pan American's service was inaugurated in 1939 before war broke out and prospects for rapid expansion of this service are bright.



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Incorporated Under the Laws of the Province of Alberta

HEAD OFFICE: 728 Tegler Building, EDMONTON.

CAPITALIZATION: 1,500,000 Shares, N.P.V.

A COMPANY NOW COMMANDING CANADA-WIDE INTEREST.

No. 3 Production Well Now Drilling
LATEST DEPTH REPORTED JULY 1st
1315 FEET
With Oil Appearing In The Core

QUALITY OF OIL

(Excerpts from reports by Mr. M. Van Winkle, Chemist of the University of Michigan)

Specific Gravity: 41.5 A.P.I. The sulphur content of the oil is relatively low—0.136%. The crude oil approximates in characteristics a mid-continent crude oil of comparable A.P.I. gravity. However, it differs from the mid-continent in that the gasoline content is higher than that for the average mid-continent crude, and the lubricating oil content is somewhat less. The sulphur content is lower than that of the average mid-continent sample.

Much of the oil produced in the United States and Mexico is obtained from the Devonian Strata of Paleozoic Age. RAM RIVER OILS IS DRILLING IN THE DEVONIAN FORMATION

16,000 ACRES ON THE RAM RIVER- CLEARWATER STRUCTURE

70 miles West of Red Deer in the Foothills of Alberta, where it will be remembered Ram River No. 2 Discovery Well was completed in August, 1943—having encountered high grade lubricating oil, and from which oil is now being shipped to the refinery.

MOVING PICTURES IN TECHNICOLOR

The complete development of this new oil field may be seen through the medium of MOVING PICTURES IN TECHNICOLOR, to which the public is invited every day during business hours, 9:30 to 5:00 p.m. — and on Tuesday and Thursday evenings at 8 p.m., at—
522 TEGLER BUILDING, Edmonton, Alta.
602 Guaranty Trust Building, Windsor, Ont.

SHARES ARE AVAILABLE AT \$1.10 EACH

A copy of the Company's prospectus, giving complete information may be obtained from their Fiscal Agents, or by using the coupon at lower left.

RAM RIVER AGENCIES

EDMONTON, ALTA.,
522 Tegler Building,
Telephone 27723.

WINDSOR, ONT.,
602 Guaranty Trust Bldg.,
Telephone 46488.



VICTORIA Fresh Feeds

has grown by leaps and bounds in Northern Alberta since the new Victoria Feed Mill was built in Edmonton

Livestock and poultry feeders are finding that it's the vitamins in the trough that count—not how much was put in the bag at the factory. That's why more and more feeders are switching to VICTORIA FRESH FEEDS. They're getting better results faster, because being ACTUALLY manufactured close to home as required, there's little chance of VITAMIN LEAKAGE from long storage and freight hauls. But besides being fresh and, therefore, VITAMIN STRONG, Victoria Fresh Feeds contain highest quality ingredients—are farm-tested and proved, and are manufactured in the most modern and scientific methods.

THERE'S A VICTORIA FEED FOR EVERY NEED
Chick Starter,
Pig Starter,
Turkey Starter,
all 3 with Green-malt,
Big Balancer,
Poultry Balancer,
Developer Mash,
Calc. Mash.

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FOR FEED OATS
AND FORAGE SEEDS

We have for sale ample quantities of top-quality feed oats and plentiful supplies of forage seeds of all kinds.

Phone 73574 and 71177

WE BUY CEREAL AND FORAGE
SEEDS... GET OUR PRICES
BEFORE YOU SELL

VICTORIA
FEEDS BALANCERS MINERALS



Above is a view of the flare at Ram River No. 2 discovery well, during a series of preliminary tests following the strike of high test oil.

For information fill in and mail this coupon.

To RAM RIVER AGENCIES,
522 Tegler Building, EDMONTON.

Please send me a copy of the Company's prospectus and all latest information on the progress of drilling No. 3 production well.

NAME _____
ADDRESS _____

Steady Progress

Village to Metropolis In Period of 73 Years Is Story of Edmonton

By STUART DARROCH

President, Edmonton Real Estate Association

From the time of the incorporation of Edmonton as a village in 1871, it never looked back. As with most outpost points, progress was slow. The chief commercial occupation was, of course, that of trading with the Indians; fur was plentiful, while agriculture was only an experiment.

The next sign of progress was in 1879 when telegraph communication was established with the east and this service was found to be most useful during the North-West Rebellion in 1885, with Edmonton being used as a strategic base. By this time the value of the vast area around the village was being made known and a trek of early settlers found their way by ox train to the settlement. The Canadian Pacific Railway Company sent forward advance men who looked the country over surveying a line from Calgary to Strathcona on the south bank of the North Saskatchewan River. In 1891 the first train reached this point and in the following year, Edmonton was incorporated as a town.

EARLY DEVELOPMENT

Following the advent of the railway, business became more active and the period from 1892 to 1897 saw the first signs of any real estate activity. Certain surveys were made, plans registered and those who were full of optimism bought their first lots, while trading was largely along the main street known as Jasper Avenue. Prices ran from \$50 to \$100 per lot and where one of the large banks now stands, the lot was bought at \$125. From the foregoing, it will be noted that Edmonton went forward steadily and did not suffer from a real estate boom until 1912 when a depression in the dominion generally sent inflated prices to the cellar.

Back as early as 1897, Edmonton's location in relation to the north was realized, as the gold route to the Yukon was centered from here and many a packhorse and party left in '98 for the land of the midnight sun. The population continued to increase and in 1904 Edmonton was incorporated as a city.

The period from 1904 to the present time was one of steady growth; Edmonton having many natural advantages over any other city or location west of the Great Lakes. She became the largest raw fur exporting centre in the dominion, had established many coal mines that continue to do a flourishing trade, besides building a number of large packing and processing plants, as well as many smaller ones. As an agricultural centre, it can safely be said that Edmonton is one of the dominion's most every branch of mixed farming is carried on in a profitable way. Crop failures are unknown. From the time of its incorporation as a city, with board walks and dirt streets, it has gone forward until today we boast of a population of nearly 140,000 souls, with every known modern convenience for the comfort and pleasure of its people.

TRADING IS BRISK

For the past three years the trading in real estate has been brisk. Building has gone forward to the limit of available men and supplies. To own his own home is the ambition of the happy resident and this may be done at reasonable prices.

In the planning of the city, Edmonton had the experience of older cities to profit from and as a consequence the street plan is a model for other cities to use when necessary changes are to be made. Running through the centre is the North Saskatchewan River which affords all that could be desired in the way of drainage and an abundant supply of mountain water. The lay of the land is from level to slightly sloping.

The street numbering is most simple because streets are known numerically rather than by names. If you can add and subtract a stranger may find his way around after a few days. As an educational centre Edmonton is quite up to date having large, well built, fire-proof schools placed conveniently throughout the city. These take care of all the grades from junior to high and for senior education we have the University of Alberta.

SPLENDID PROFITS

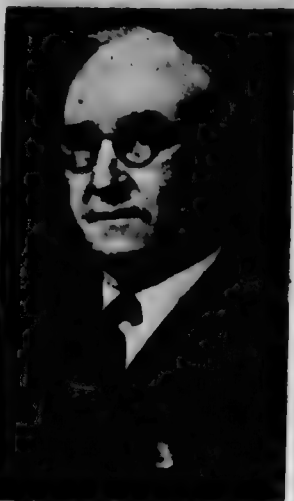
Now that you have been given a general outline of Edmonton up to this time a few figures showing the progress might be in order. All utilities except gas are municipally owned. For the past five years the operation of the various utilities shows the following increases in gross earnings:

	1938	1943
Electric Light	\$1,267,944.38	\$1,730,541.22
Power Plant	1,031,122.57	1,538,979.70
Street Railway	777,813.64	1,325,538.72
Telephone System	650,292.24	814,548.20
Waterworks	727,215.61	944,110.34

From the foregoing figures it may readily be seen that from now on the city's utilities will pay substantial dividends which will go to reduce taxation and pay off the bonded debt.

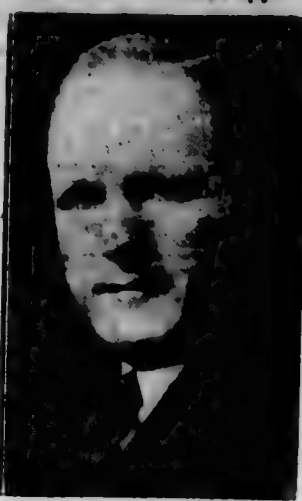
From the present number of building permits already issued the year 1944 will in all likelihood surpass that of former years. At the need of materials for war work has been greatly lessened, supplies are made available for home construction. Land values of real estate are quite normal and it is most encouraging to note that many vacant lots are being purchased for building purposes. The class and style of the new homes being of modern type, reflect great credit due the owners, as also the contractors. To the incoming resident homes are always available for purchase at prices to suit his income and which prices can be compared in value with any other city in Canada. The city is fortunate in having an Edmonton Real Estate

Heads Realtors



Stuart Darroch, president of the Edmonton Real Estate Association, who writes of the great progress of this city during its short history.

Moved Tonnage



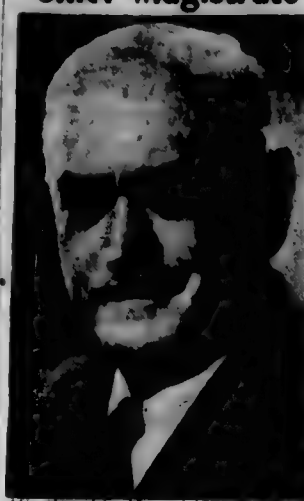
J. M. MacArthur, general manager of Northern Alberta Railways. The rail lines under his direction played a big part in the completion of vital defence projects in the Northwest.

In Distribution



Capt. G. T. Holt, of Martinez, Calif., who is in charge of distribution of pipeline products for the vast Canal system.

Chief Magistrate



His Worship Mayor John W. Fry, who headed the Edmonton civic administration during the busy period of northern defence construction. The city's normal population was increased by about 38,000.

On Construction



Capt. John W. Evans, formerly of Everett, Mass., general construction engineer on the main Canal pipeline between Whitehorse and Port Norman.

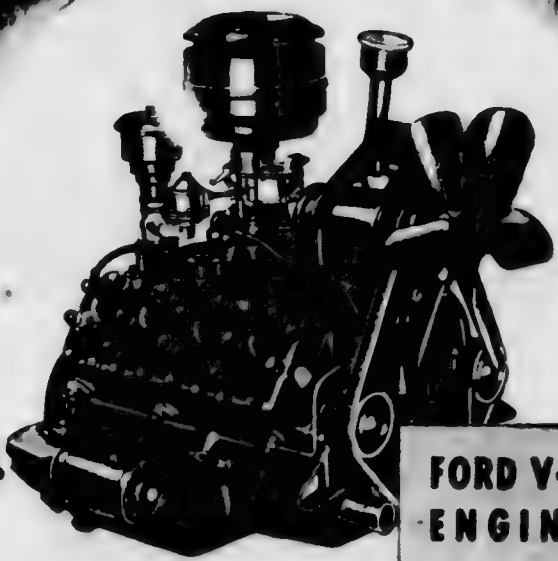
Highway Builder



Brig.-Gen. James A. O'Connor, U.S. Army Engineer Corps officer, who commanded the Northwest Service Command during the construction of the Alaska Military Highway.



IT HAS



FORD V-8
ENGINE

POWER TO SPARE

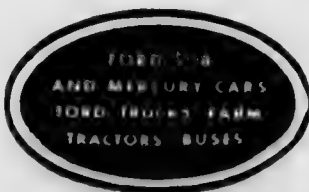
RUGGED FORD VEHICLES, built strong and tough by Canadian workmen, have borne the brunt of many hard-fought battles. That amazing piece of engineering — the Ford V-8 Engine — is today supplying a goodly share of the horsepower so essential in waging modern warfare.

The Ford V-8 Engine drags guns into forward positions. It hustles troops from one part of the front to another. It lugs up ammunition, food, motor fuel; transports refugees and prisoners of war.

In the harvest field it is just as efficient, dependable and economical of fuel and oil as on the battlefield. Today it plays a prominent part in producing the nation's food and transporting it to market.

Whether it is being used to power an army truck, a universal carrier, or an artillery tractor on the war front, or the truck engaged in essential transport here in Canada, the Ford V-8 Engine is a power plant that is dependable and trouble-free. On the battlefield or the harvest field it has power to spare.

FORD MOTOR COMPANY



OF CANADA, LIMITED

LARGEST PRODUCERS OF MILITARY VEHICLES IN THE BRITISH EMPIRE

DR. BOBBS

GIVE UP, WILL YOU? ... (Puff) ... I CAN'T KEEP BELTIN' A GUY I LIKE.

WHAT'S THE MATTER, SUNBOAT... HEART GIVING OUT?

NINE - TEN... AND OUT COLD!

TILLIE

IF MY LOVE IS GUN TO A SPELL, IT WON'T REAL... MAYBE I SHOULD TELL AUNT.

NO! WON'T YOU THINK I HAVE GILL TO THINK OF SUPER-NATURAL SPELLS.

HELLO! HELLO! TELL ME YOUR STRANGE ABOUT YOU AND ME.

TOOTS

TOOTS, WHAT DID YOU DO WITH THAT \$100.00 I GOT FROM COLONEL HOOVER?

I BOUGHT A LOT OF CUTE CLOTHES WITH IT... GEE, BEFORE I REALIZED IT I HAD RUN UP \$112.00 WORTH OF THINGS, SO YOU'VE HAVE TO SEND THE STORE TWELVE DOLLARS & 20 CENTS EXTRA!

I BOUGHT THE CUTEST COAT, A DRESS, AND... JIMMY MURPHY TOOTS, WE'LL NEVER GET RICH BY SPENDING \$112.00 FOR EVERY \$100.00 WE GET!

WASH TUBBS

LOOKS BAD, BOB... THEY'RE LONG OVERDUE AND THERE'S BEEN NO RADIO CONTACT.

I CAN'T BELIEVE WITH LOSS ALL THESE PLANE & NAVY RECENTLY, WE'VE MET FEW JAP PLANE AND ONLY LIGHT PLANE ON MASHING ISLAND.

MECHANICAL FAILURE MIGHT ACCOUNT FOR THE LOSS OF ONE SHIP BUT NOT FOR THREE OF 'EM!

FRECKLES

HILDA SEEMS TO HAVE SOMETHING PREYING ON HER MIND...

IF LARD FINDS OUT I LOST IT, HE'LL BE MAD AT ME.

YES, HE WILL! I LOST THE OTHER ONE FOR MY BIRTHDAY, AND HE SAID IF I LOST THE NEW ONE, HE'D BREAK THE NEWS TO HIM SOME TIME WHEN HE'S IN A GOOD MOOD... SOME TIME WHEN HE'S HAPPY ABOUT SOMETHING!

ALLEY OOP

WE'RE LOOKING FOR A SHIP THAT'S HEADED FOR OPHIR... IS THIS IT?

OH, THE KEPTER OF KING SOLOMON'S WIVES' CAME! BLESS YOU, HIGH-BORN ONE! WELCOME TO MY HUMBLE VESSEL!

THERE'S SOMETHING QUEER HERE, AIZO... THIS MUG SAYS HE WAS EXPECTING US! WHY DO YOU SUPPOSE?

BOOTS

MY! A PART IN A PICTURE! WHAT DID YOU TELL HIM, BOOTS?

I WAS SO SURPRISED, I DON'T KNOW! I SAID TO LET HIM KNOW TODAY!

HE WAS KIDDING, OF COURSE. OR WAS HE? I'M NO ACTRESS!

MOON MULLINS

HEY! SOMEBODY OUGHT TO DO SOMETHING ABOUT THIS DANG DOOR.

IT JUST STICKS WHY DON'T YOU DO SOMETHING ABOUT IT, ELMOP?

HE SAID HE WOULD SUGGEST IT WHILE HE WAS ON HIS FEET, BUT HE'D FIX IT.

HUGH STRIVER

YOUR NAME ON THAT LINE, AND YOU BECOME THE FOREMOST FASHION ARTIST!!

MISS GLOVE! HERE'S THE STORY FOR YOUR STRIP, HONOR! GOT A NEW BLANKET!

AM I INTERRUPTING, MISS GLOVE? IN THE NICK OF TIME HUGH!

DICK TRACY

CAN'T ANY OF YOU UNDERSTAND ENGLISH? I SAID TO TURN OFF THAT MACHINE.

WHY YOU LITTLE BASTARD YOU CAN'T!

THIS DOWN! ONE TO GO!

GOOD MORNING! EVERYBODY'S HERE, TRACY.

PASSAGE TO MARSEILLE *Capitol*

IT WAS HERE THAT I MET THE GIRL OF MY DREAMS... AND SHE'S IN IT! IT'S HORRIBLE!

ARMY & NAVY *Visit Daylight Fashion Dept. on 2nd Floor*

BUT WHEN MR. T. HE KILLED THEM AS A WARNING TO THE GANGE TO THROW IN WITH HIM... OR DIE!

CAPITOL CLEANERS and LAUNDRY *FOR ALL YOUR CLEANING AND LAUNDRY NEEDS*

CLAUDE VOYANT

BETTY LOU DRESS and SPORTSWEAR SHOP *EDMONTON'S SMART UPSTAIRS SHOP*

DOTTY DRIPPLE

PODERSKY'S FURNITURE LTD. *FOR LESS! BUY YOUR FURNITURE AT PODERSKY'S LTD.*

GASOLINE ALLEY

AROUND HOME

WILBUR LOOKS LONELY! LET'S TAKE HIM DOWN AND TOSS HIM IN THE RIVER!

NANCY

DID YOU WANT SOMETHING FROM THE STORE? YES, DEAR... I LEFT A NOTE ON THE TABLE SO YOU WON'T FORGET.

30 Machinery & Pipe

LIBERTY MACHINE WORKS
 Machine work, welding of all kinds, engine rebuilding and overhauling.
 1007 1st St. S. W. Phone 2121

HIGHLY QUALITY
 Machine work, welding of all kinds, engine rebuilding and overhauling.
 1007 1st St. S. W. Phone 2121

31B Poultry & Supplies

HAVE LOW PRICES high quality New Hampshire baby chicks for immediate delivery. Pringle Electric Hatchery, 1017 1st St. S. W. Phone 2121

31C Baby Chicks

BABY CHICKS Poultry Feed, Poultry Supplies. ALBERTA POULTRY MARKETERS LTD. (Hatchery Division) 1017 1st St. S. W. Phone 2121

Hambley Electric Chicks

Send Cash in full or phone. We ship C.O.D. where required. All from Government Approved Hatchery. Hambley Electric Chicks, 1017 1st St. S. W. Phone 2121

31D Livestock

FOR SALE—A month-old Chester-White boar, young pure bred York sows with 10 pigs. Ph. 2121

31E Hay, Grain & Seed

GRASS SEEDS AND CLOVER HAY AND PASTURE MIXTURES. Special Prices for prompt shipment. Complete stock of Hay Supplies. 1017 1st St. S. W. Phone 2121

CAPITAL SEED AND POULTRY SUPPLY

Market Square, Edmonton, Alberta.

31F Dogs & Pets

IRISH Terrier male pup, (red wire-haired), imported championship stock, \$35. R. E. Berch, Innisfail, Alta.

WOODEN canary cages, bird, freshly painted. Wire front. Metal tray.

\$1.00. 2223 9th St.

Wanted Misc.

32 Articles Wanted

DRUM SETS WANTED We pay cash. ROBINSON & SONS, 10247 Jasper Ave.

CASH for used typewriters, adding machines. Pearson Typewriters, 10113 100th St.

CASH FOR OLD GOLD

Look up your Watch Cases, Lockets, Dental gold, etc. Placer miners given valuations. Jewellers, dentists, residents register parcels. Cash by return mail. Guaranteed watch repairs at very reasonable prices. Great Northern Gold Smelting and Refining Co., 10113 100th St. Ph. 3044 R. J. ROBERTSON, Appraiser.

WE BUY HIDES — FURS

HORSE HAIR Highest Cash Prices—Ship To Us

Halford Hide and Fur Co. LIMITED

10509 105 Ave. S. W. Edmonton.

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WE BUY and sell household goods of every description.

H. R. Red, Auctioneer, 8331 Jasper Ave. Ph. 27250

WANTED — Tools, Clothing, Couches, Sewing Machines, Dishes, Dressers, etc.

F. APPELEY, Auctioneer Ph. 26115

MERCHANDISE WANTED

Owing to war conditions and difficulties in replenishing stocks, some merchandise are discounting certain departments or closing out their business.

ARMY & NAVY DEPT. STORE WILL PAY CASH AT MARKET VALUE FOR STOCKS OF CLOTHING, SHOES, DRYGOODS, OR GENERAL MERCHANDISE OF ANY DESCRIPTION. No Quantity too Large or too Small. Write or Phone

ARMY & NAVY DEPT. STORE, Edmonton — Vancouver — Regina

OUT OUR WAY



BORN THIRTY YEARS TO SOON J. W. L. S.

33 Swaps

SELL 1 binder or swap for what you want. Box 37, Bulletin.

Directory Professional Services

34 Physicians & Surgeons

BELL, Dr. Irving, F.R.C.P. Internal Medicine 630 Tegner Bldg. Ph. 21431

BOISSONNEAU, Dr. E. J. Physician, Surgeon and Maternity 247 Burke Bldg. Ph. 21212

MACAULAY, Dr. E. J. Physician and Surgeon 218 McLeod Bldg. Ph. 21212

BOULANGER, Dr. J. J. Physician and Surgeon 218 McLeod Bldg. Ph. 21212

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GEGGIE, Dr. C. C. General Surgery, diseases of women 122 Tegner Bldg. Ph. 21212

Richard, Physician, Surgeon 100 Tegner Bldg. Ph. 21212

34A Dentists

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DERGON, Dr. W. H. Dentist 302 Tegner Bldg. Ph. 21212

LOWTHEN, DR. JOHN B. Dentist Office 708 Tegner Bldg. Ph. 21212

MacLaurin, Dr. L. D. Dental Surgeon 403 Tegner Bldg. Ph. 21212

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34E Optometrists

IRVING KLINE, DAVID S. KLINE, HAROLD KLINE, REGISTERED OPTOMETRISTS 10017 Jasper Ave. Ph. 21212

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McEwen Fur Shop, No. 2 Benson Bldg. 21403, Storage, new coats and repairs.

NEW FUR COATS

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BULLETIN PRINTERS 9018 101st Ave. Ph. 21212

DANCING TEACHERS

JUNEAU SCHOOL OF DANCING Specialists in Ballroom, Tap, Acrobatic and Ballet dancing. 9046 Jasper Ave. Ph. 21212

36 Schools & Colleges

KINDERGARTEN Edmonton College Inc., Kindergarten Dept. Free auto service. Ph. 21212

39 Household Services

WINDOW CLEANERS DORIS WINDOW CLEANERS 10017 101st St. Ph. 21212

FLOOR SURFACING

LARGE size Floor Sander for hire. Ph. 21212

41J Awnings and Venetian Blinds

Camp Co., 419 Edmonton Tent and Awning Co. 10018 101st St. Ph. 21212

43 Lost and Found

WILL person finding comes back in Johnstone Walker fitting room, please phone 2770. Keenlake Road.

STRAYED from 117 Ave. S. W. St. on July 3rd, male fox terrier. White with brown markings and a long tail. Return to 11713 83 St. or Ph. 21212. Reward offered.

LOST — From C.P.N. Station, about May 14, Fox Terrier, white with black spots, long tail, has collar with Vancouver license attached. Reward. Ph. 21212

LOST — June 24th, brown leather bull-dog containing identification papers, marked inside. Found notes, 10 white notes (faint notes) W. J. B. out. Adequate reward. Beaumont. Ph. 21212

FOUND in the City Found 6-8-40 old beaver call. Brown with white spots. Lost — Down town. Wednesday afternoon. Callers' favor. Reward. Ph. 21212

LOST — Black wallet contents — naval identification card, \$25. train ticket, leave ticket. Ph. 21212

LOST on Monday, silver brooch, dome-shaped, between the Bay, Eaton's and the Market. Keenlake. Ph. 21212

THE following articles were found on Edmonton street cars.

FRIDAY, JULY 7

Gloves, keys, handkerchief, cap, lunch kit, wallet, shopping bag, sweater, song book. Ph. 21212

WALLET containing Navy Registration and Ration Card, ticket to Halifax. Leaving on 10th, urgently needed. Reward. Phone L.A. Bill Hanckow, 21202, 2947 10th Ave.

39A Auctioneers

If you are looking for a house, farm or store H. (MISSOURI) SMITH 9044 101st Ave. Ph. 21212

39H Plumbing and Gas Fitters

PLUMBING AND HEATING H. KELLY & CO. LTD. "Plumbing and Heating Engineers" 10041 101st Ave. Ph. 21212

40 Repairs

TENNIS racquets repaired and restrung. Cottle, rear 10130 100th St. Ph. 21212

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GENERAL STORE, well located, within 60 miles of Edmonton (owner is drafted and business must be sold immediately). Stock about \$2,300. Fixtures \$500. Turnover about \$22,000. Frame buildings: Store 30'x40' with 2 living rooms; garage; warehouse 18'x16'; cheap shed, price \$2,000. TERMS: \$2,800 CASH, balance easy.

GENERAL STORE, excellent location, two railways, about 1,200 population. One of the very best mixed farming districts in Western Canada. Stock about \$10,000. Fixtures \$750. Turnover about \$30,000. Stock is well bought for cash, is in excellent condition. Price for stock, wholesale cost, CASH. This is a real opportunity for a man with reasonable amount of capital. Building can be rented for \$50 per month. New store, good location, good warehouse, with cement floor, for 2 carloads merchandise.

GENERAL STORE, country point, 14 miles from railway, mixed farming and lumbering district. Stock about \$6,000. Fixtures \$200. Terms for stock and fixtures \$5,000 cash, balance arranged. Turnover about \$20,000. New buildings, frame: Store 20'x60', addition 12'x60', 4 living rooms; warehouse, all on cement foundations. Buildings can be purchased at a reasonable price, or rented at a low figure.

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" 4	14,000.00
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" 8	31,500.00
" 9	29,500.00
" 10	16,200.00
" 11	27,000.00
" 12	30,500.00
" 13	17,000.00
" 14	21,000.00
" 15	23,000.00
" 16	25,000.00
" 17	14,500.00
" 18	12,500.00
" 19	21,000.00
" 20	21,500.00
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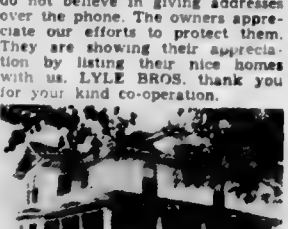
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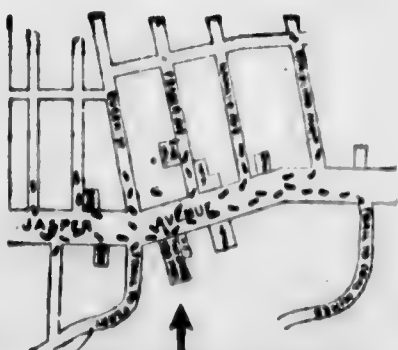
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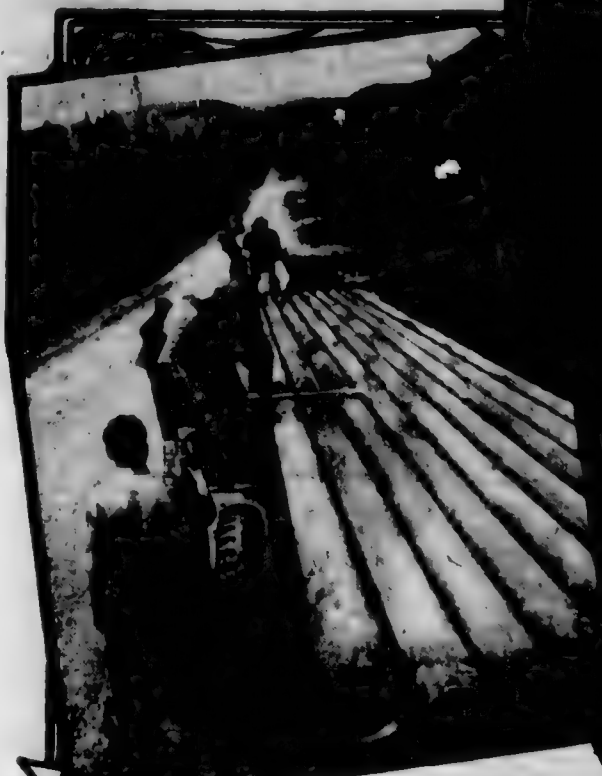


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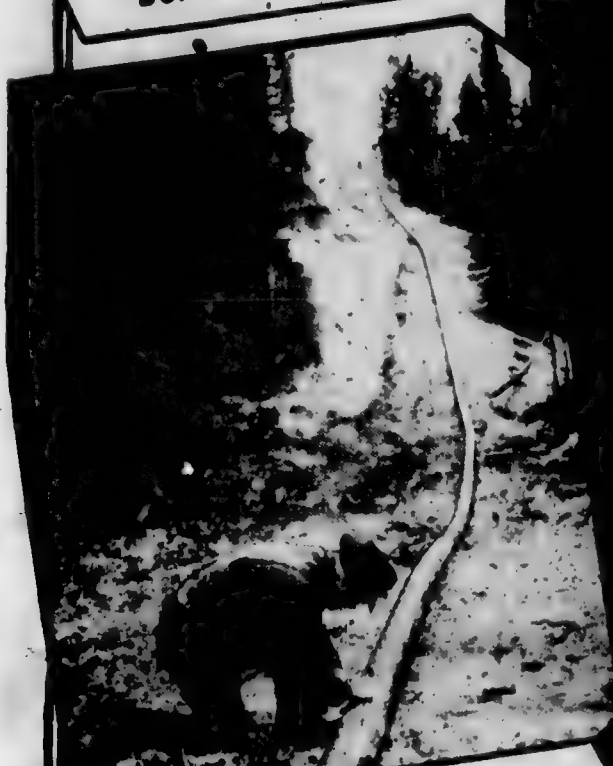
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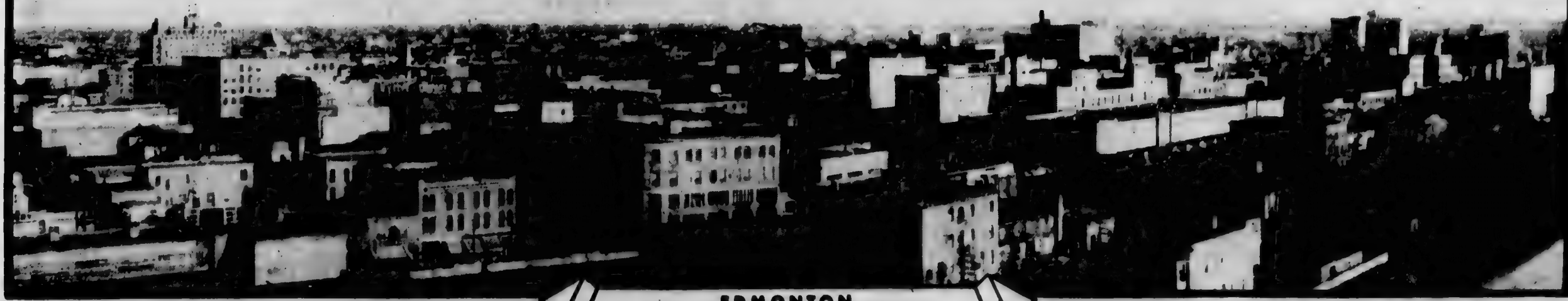


MACDONALD HOTEL

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CROSS-ROADS
OF THE WORLDWhere the ALASKA
HIGHWAY Begins.

MCLEOD BUILDING

EDMONTON
THE CITY WITH A FUTURE

National Pride Remains

American Secretary Discovers
Canadians Think, Act 'Like Us',
New Understanding Developed

By MAXINE H. SITTON.

During these past two years of construction on the Alaska Highway and the Canol project in Northwest Canada, when almost every other uniform on the streets of Edmonton has been U.S. khaki, we visitors from the States have been constantly reminded through our associations of the spirit of good neighborliness which has made possible this unprecedented experiment in international co-operation.

It is to be regretted that war-time was necessary before we were to know each other, but I know now that the Western Canadian thinks a great deal as we Westerners from the States do.

I should know, for I was born in New Mexico, brought up in Colorado and have lived for some years now in Utah.

Sometimes during the colder days of winter, we thin-skinned gals from south of the border huddled inside bulky overcoats or parkas as we rushed madly about, soured on by a desire to see all of Canada we could in as short a time as possible—an American characteristic.

Our boys "over there" stand side by side fighting against a common enemy for an identical set of ideals. Here in Edmonton, Canadian and U.S. girls work side by side in the U.S. Army's Northwest Service Command offices, learning from each other, and what may be of more importance in the future of the world, learning to know each other.

Neighborhood between our countries is inevitable—we have so much in common. Our language for example, we can sit side by side in schools and hear the same lectures, read the same newspapers, and "Dig This" means the same to American hep cats as it does to Canadian.

Even our slang—you say "eh"—and we raise our eyebrows; but we say "huh" and you raise yours. You say "zebra"—we say "zebra"—but it's still a striped horse.

THE SAME GOD
One of the first things I learned while doing a little private reconnaissance on learning I was to work here was that Edmonton is known as the city of churches. Yet, in all these churches, your God is the same as mine.

Our geographical location is a great factor in our matter. We can travel from one country to another. Commerce between our countries can all be conducted by land and with both countries still young, we have a well-recognized future ahead of us in international trade.

And because of our geographical location, national defence for your country, is national defence for my country.

We have the same ideals, the same way of living, too.

Being good neighbors does not mean we as individuals must never voice our opinions for fear of misunderstanding each other.

Someone once rightly said, "When all think alike, no one thinks much."

To be a good neighbor I must desire that our countries be friendly, yet each retain its own characteristics.

I am proud I am an American—and just as proud of you when you say "I am a Canadian."

U.S. Secretary



Maxine H. Sifton, secretary to the chief public relations officer of the Northwest Service Command, who sums up impressions of Canada.

'First' Christmas
Spent at Norman
By Oil Group

The first Christmas spent at what is now Norman Wells was celebrated in 1919 by five members of an Imperial Oil party who had "holed up" for the winter to wait the coming of spring and renewed drilling activities.

Dinner consisted of a fat Canadian goose that had hung in the wilderness since the freeze-up; tenderloin or moose; Arctic trout with strips of bacon, canned tomatoes, peas and corn, potatoes and applesauce and apricots that had been desiccated to save freight. The regular fare of beans and prunes and bannock stayed on the shelf on Christmas Day.

It was in country not far from there that Sir John Franklin and his party met their tragic end some 70 years earlier, oblivious of the fact that fish could be caught beneath the ice, that the river banks were lined with petroliferous shale that would flare and burn to fight the cold.

Refinery Head
Early Pioneer
In Oil Field

Ronald W. Mackinnon, refinery superintendent for Imperial Oil Limited at Norman Wells since 1920, was one of the original pioneers in connection with development of the oil in that area.

He "mashed" out from Norman Wells to Edmonton twice in 1922 and 1923.

He was a major in the Canadian Army in the First Great War.

Alaska Highway
Convoy Drivers
Highly Praised

By G. I. JOE.

Through the darkness, soldiers hurried about in preparation to move a convoy of equipment and men over many miles of treacherous Alaskan Highway. Warmly clad in parkas, overcoats, woolen underwear, gloves, fur hats, they manned their trucks. Extra Arctic clothing was placed in blue duffle bags together with "downy silken sleeping bags."

Soon the serenity of a civilized world was left behind and a new world, tranquil with mystification, appeared. A world where the deer, caribou, bear, moose and many other wild animals found a haven among the stately firs and frozen northlands.

FACING THE ELEMENTS
The convoy moved on—deeper and deeper into this weird, wild, adventurous country, crossing strips of muskeg, miles of mud and patches of blinding dust which later gave way to freakish blizzards, roads of ice and temperatures that rocked the stamina of man.

At 74 below zero the men drove their trucks day and night to keep the machines from freezing. At small isolated encampments, they slept in sleeping bags fully clothed in quarters generally overcrowded and unheated. At times like this, men could hardly endure the hardships of the extreme cold.

FOOD PROBLEM
Food was scarce, generally dehydrated and unpalatable. Razors and showers belonged to a bygone era. Weary, tired and often hungry, these pioneers of the highway withstood the bitterness of this intrepid land that man set out to conquer.

To the men of the Engineer Motor Pool who so courageously pioneered the Highway on early convoys, we pay tribute. Theirs was a tough job—a job well done. On March 21, 1943 the Engineers completed their last convoy duty without any loss of equipment or men. The hardships which these soldiers withstood will long be remembered in a highway that stands in the effort of Northern Lights and glacial terrain.

Leaders of early convoys were: S-Sgt. Raymond H. Carruthers (in charge); Pfc. Louis Crescenzo, T-3 Merle Whitman; Pfc. Roscoe Knudson; S-Sgt. Luther Gray (AC); Pfc. Ruben Kautzer; T-3 Vernon Lewis; Pfc. Kenneth Sellers; Pfc. Robert Kruklitz; T-3 W. Hunter.

Edmontonian
Is Field Head
On Oil Project

Walter L. Walker, field superintendent at Norman Wells is a resident of Edmonton, who was loaned to the Imperial Oil Limited Canol project by Royalite Oil Company of Turner Valley.

He has had experience in Peru and Western Canada. He started out at the inception of the Canol project and is still on the job, and is one of the few superintendents that have stuck it out.

He was a major in the Canadian army during the First Great War.

Canada's Good Neighbors



PRESIDENT ROOSEVELT



MRS. ROOSEVELT

THE WHITE HOUSE
WASHINGTON

May 12, 1944.

Dear Mr. DeLong:

I have your letter and am sorry I am so busy I can not write an article but I send my best wishes and hope Canada and the United States will move forward together.

Very sincerely yours,

Established custom prevents the President of the United States from writing an article for publication in any specific newspaper or periodical. The Edmonton Bulletin therefore invited Mrs. Roosevelt to contribute to this special Good Neighbor and Canol Project edition. Pressure of wartime activities unfortunately prevented Mrs. Roosevelt from writing a special feature for Bulletin readers at this time, as her letter to a staff writer of this paper, reproduced above, indicates. The energetic wife of the author of the Good Neighbor Policy expresses the hope that Canada and the United States continue to march side by side.

Projects in Northwest
Brought 2 Nations Closer
Than Any Other Factor

On that day nearly five years ago when Hitler's Nazi Legation lighted the torch that later flamed into the catastrophic conflagration of the Second World War by marching into Poland, President Roosevelt said to his people:

"As far as I am concerned there will be no blackout of peace in the Americas."

Elsewhere on this page are brief contributions from Americans who have lived and worked in Canada during the past two years. They are individual interpretations of the Good Neighbor Policy from the ordinary American. This kind of people will make the world of tomorrow a peaceful place.—EDITOR.

By ALMA L. SMALL.

Former Secretary Alaska Highway Traffic Control Board
The opening up of the great Northwest has done more to cement the already friendly relationship between the United States and Canada than all other factors combined. Canol and the Alaska Military Highway stand as permanent monuments to the people of two nations that have worked side by side for the past three years, and are shining examples of how two countries can work together to the mutual satisfaction and benefit of both.

I am a native Baltimorean, who worked for one year as secretary of the joint Canadian and American board, controlling civilian traffic over the Alaska Highway. I had ample opportunity to gather first hand information regarding the growing internationalism that is taking place in Canada and the United States at this time.

Although many people believe the good neighborliness is because Continued on Page 11, Col. 4

Friendship More Solid

Says Many Americans Intend
To Establish Homes in Canada
After Wartime Service Here

By SGT. FREDERICK W. AYER

Northwest Service Command, U.S. Army

Last Tuesday—July 4, 1944—the One Hundred and Sixty-Eighth anniversary of the American Declaration of Independence was a particularly solemn occasion. Across the waters of both the Atlantic and Pacific, men of the armies of the United States, its Allies of Great Britain, Canada, Russia, China, France and many other nations are locked in vicious combat against our enemies of Germany and Japan.

While recent events tend to raise a glimmer of hope in even the most cynical heart for the peace to come, there still is a long road ahead, full of pitfalls, dangers, sufferings and heart-break.

Independence Day, for us of the forces of the United States, was more than ever before a day of prayer, of solemn resolve that when one more Independence Day dawns upon the horizon there shall be true independence for all peoples of all nations.

SOLEMN OCCASION

For those of our Allies for whom July Fourth has no immediate connotation the day was also a solemn moment in the present of time. It was a time of co-operation, of good will, of understanding between those nations whose common tongue gives utterance to the inescapable truth that we who fight together in war must work together in peace. This is a day—a time—for greatness.

Statesmen speak in glowing phrases of mutual aid between nations of undefined borders, of reciprocal trade agreements—all highly desirable accomplishments. But the fact remains that these attainments can be durable only so long as the parties directly involved desire and work together for their continuance.

A desire for peace is not enough. A desire for mutual good-will is insufficient. These things must be based upon common knowledge between nations, upon mutual understanding and trust. And these can be obtained only by hard work, only by living together.

HAD EYES OPENED

We of the United States armed forces who, for the past two years and more, have lived and worked in many parts of the Dominion, have had our eyes opened to a number of things that many of us never understood before. We have learned, for example, that Canada is similar to our own country in its varied aspects of racial origins.

We have learned that your government functions in much the same manner as our own; that the people are the government; that the King-Emperor, while a very definite and beloved individual, is for purposes of state, regarded in much the same light as we regard our Constitution and our Declaration of Independence; as something to be revered; as something which holds us all together. We have learned that your country, greater than our own in area, has all of the scenic wonders of nature that some of us heretofore regarded as being something strictly labelled "Made in U.S.A."

Most important of all, we have learned that your people are a good deal like ourselves. That they cherish the same hopes for freedom and independence; that they have the same enthusiasm for living that they speak their minds as bluntly as we do. And we have learned to respect Canada and Canadians for these things.

LEARN ABOUT CANADA

We have begun to know Canada. When, as must inevitably happen, we return to our homes across the border, there will be many of us who will want to return to Canada to live, to work and to build for the future. That is the true test of mutual friendship and the ultimate in good-will. It is more important than all the hands-across-the-border oratory in the world. We shall desire to work together in peace because, in time of war we have learned to live with each other.

Likes Canada



Sgt. Fred Ayer of the Northwest Service Command public relations staff, who predicts many Americans will return to Canada after the war to make homes here.

There will be—as there is in any family—misunderstandings, disagreements and, perhaps, harsh words at times. But there will be those who—having gained the greatest gift known to man: knowledge—may be in positions to lessen the burden of misunderstanding, to weigh the arguments with care and to ease the pain of harsh words which may arise.

For our common tongue... our common hope... our common purpose, must continue to give utterance to the inescapable truth that we shall work together in peace as we are doing in war.

Today, and all of the tomorrows, will be for Canada and the United States, a time of greatness.

Canol Not First
Oil Pipe Line
In Sub-Arctic

Stretching from Norman Wells to Whitehorse, and crossing lakes, rivers, muskegs and mountains, the Canol pipeline is a great engineering achievement. It is not, however, the first Arctic pipeline for the first Arctic pipeline in the district was built in 1936. It was a relatively small affair—eight and one-half miles long. It was built to circumvent the Bear River Rapids and speed delivery of petroleum products from the Imperial Oil refinery at Norman Wells to Port Radium.

Fuel oil and other products for Port Radium were loaded in barges at the refinery and pulled up the Mackenzie River and into the Bear River as far as the Rapids. Here they were pumped through the pipeline and delivered to barges for delivery across Great Bear Lake to the mine.

In the last few years, the White Pass and Yukon Railroad ran only in the summer months and was primarily used as a scenic route and tourist attraction. The capacity was very limited—about 5,000 tons per month. The U.S. Army Engineers took over and the 770th Army Railroad Battalion started operating the line, increasing its tonnage to 48,000 tons per month by August of 1943.

Mighty Growth
Of Air Transport
In Last 3 Years

In every theatre of the war—from Kiska and Kuning to New Guinea and Iceland—members of the U.S.A.A.P. Air Transport Command have just celebrated their third birthday. And for a mere three-year-old, this worldly outfit has plenty to brag about.

First set up in a temporary office building in Washington, D.C., the Command got its start on May 29, 1941, with two officers, four enlisted men, a map of the world... and a big job to do.

By May 29, 1944—on its third birthday—the ATC had become the largest air transport and ferrying service in the world, with fleets of cargo planes outbound to every theatre in the world with war supplies, and inbound with strategic raw materials for war production.

IT REALLY GREW

On its third anniversary, ATC's two officers had increased to 20,000. Its four enlisted men had grown to 88,000. Its one clerk had increased to 20,000 civilian employees on the domestic staff alone. And instead of a temporary office, the ATC now controls hundreds of airports from a vast terminal at Miami to tiny landing fields in the midst of Arctic ice or African jungle. Today its regular air routes total 135,000 miles—more than five times around the world.

Originally charged with transporting military aircraft to countries fighting the war, the U.S. entered the war, the ATC now transports troops to forward bases; has moved a complete field hospital to Alaska in 36 hours; delivered on short notice the B-17's which helped win the Battle of Midway; gotten a rush shipment of grenades to Guadalcanal where they were needed desperately; brought black mice from India, rubber seeds from Liberia and vital tin and tungsten from China.

Malaria blood from India was flown to the U.S. for study. An airplane in Scotland radioed that it had to have two sheep-herders at once. The request was honored promptly; the herders were needed to keep wandering sheep off runways.

The ATC is starting its fourth year with new transports just made available to fly more men and more material to all theatres of the war.

New Alaska Map
Is Greatest Yet

The largest map-making project in history—an aerial portrait including 292,000 square miles of northern Alaska—is being completed by the Army Air Forces.

Army photographers in flying Fortress and Liberator took about 25,000 photographs—enough to cover more than 200 square miles. When the photographs are completed, the map itself will be made by the U.S. Geological Survey.

Unknown rivers that have been meandering toward the Arctic Ocean for untold centuries will be shown on the map for the first time.

Oil Company
Project Head
Once in Navy

P. W. Lambright, project manager of Imperial Oil Limited, Canol Project, is a retired officer of the United States Navy, a graduate of famed Annapolis Academy.

He is considered one of the most able and practical oil men who have worked and acted as trouble shooter for Standard Oil of New Jersey in South America, Dutch East Indies, Rumania and Oklahoma.

He took over the Canol job at its inception. Able, capable and amiable, Mr. Lambright is one of the most popular officials on the great northern oil project.

Equipment and supplies for the Canol pipeline moved from Waterways by boat and barge, a distance of 1,170 miles before reaching their destination. The route followed the Athabasca and Slave rivers to Fort Fitzgerald, then over a 16-mile strage to Fort Smith before proceeding down the Slave River to Great Slave Lake and the Mackenzie River.

NO MORE SORE FEET!

Why suffer from sore, tired, aching feet and blisters, when a nightly massage with soothing, healing ZAM BUK will give you perfect foot comfort?

ZAM BUK also relieves chafing, chapped skin, cuts, burns and bruises.

Use ZAM BUK Nightly

THE MARCH OF PROGRESS

Is Nowhere So Strikingly Evident as in Western Canada.

Transportation, once the greatest problem of the pioneer, is now solved by the vast new, aerial supply routes covering the immense, unexplored treasure lands of the Last Great West.

LOVE—THE FLAVOR MAN, an old timer, raised in the West, climbing from bare-footed plow boy to graduate of the College of Pharmacy in the Universities of Alberta and Saskatchewan and now manufacturer of the greatest variety of Flavors made in Canada, has done his share in helping pioneers enjoy City service at regular prices.

LOVES CONCENTRATED FLAVORS, known from Coast to Coast for their sterling quality and excellence, are the best and most economical buy on the market because of their strength, saving costs in transportation, bottles, packages, a triple service carefully planned to save the housewife money. And it does.

Where your recipe calls for a teaspoonful of Essence or Extract, just use one-third of a teaspoonful of LOVES CONCENTRATED FLAVORS. There is nothing mysterious about them. Just stronger and of finer quality—that's all—so use LESS and SAVE MONEY.

To appreciate the excellence of LOVES FINE FLAVORS try these well-tested and popular recipes:

- COCOA MILK**
1 cup Cocoa, 3 cups Granulated Sugar, 1 cup Cold Water. Mix thoroughly and boil not more than 3 minutes. Then add 1 cup of Malted Butter, 1 teaspoonful of Vanilla, 1/2 cup of salt and 1/2 cup of oil. When cool, add two well-beaten eggs. Pour into jug and cover. Keep in refrigerator and add to either hot or cold milk according to taste.
- MAPLE WALNUT FUDGE**
3 cups Light Brown Sugar, 1 tablespoonful Corn Syrup, 2 1/2 cups of milk, 1/2 cup Walnut Meat, 2 tablespoonful Butter, 1/2 teaspoonful of Vanilla. Melt sugar and butter, and stir until thoroughly dissolved. Boil without stirring until soft ball test in cold water. Remove from heat and beat until it thickens. Add nuts and vanilla.
- CARAMEL COOKIES**
Cream together 1 lb. yellow sugar, 2/3 of shortening, 2 1/2 cups of butter, 4 teaspoons Corn Syrup, 1/2 teaspoon LOVES CARAMEL FLAVOR. Add 1 lb. raisins. Gradually add 3 eggs. Mix together and add 1/2 teaspoon soda and sufficient flour to roll. Roll and cut into cookies. NOTE: LOVES CARAMEL FLAVOR will replace Vanilla in every case for your entire satisfaction. GIVES A FULL RICH FLAVOR AT A VERY LOW COST.
- BANANA PIE**
Beat 3/4 cups milk. Mix slowly with 1 cup sugar, 1 tablespoon corn starch, 1/2 teaspoon flour, 1/2 teaspoon salt. Cook until thick. Beat and add 4 eggs and 1/2 teaspoon LOVES BANANA. Cook 20 minutes. Pour into baked pie shell and cover with whipped cream.
- TABLE JELLY**
Mix 1/2 tablespoonful good Gelatine, 1 cupful of Granulated Sugar, 1/2 cupful Cold Water. Add 2 1/2 cupfuls Boiling Water and stir constantly until fully dissolved. To flavor use 1/2 teaspoonful of Loves Cherry, Strawberry, Raspberry, Loganberry, Blueberry, Cranberry, Grapefruit, Grape, Pineapple, Peach or Quince. Half an Orange. Heat or Limes and a quarter as much Lemon. Use 1/2 teaspoonful Fruit Acid solution in Fruit Jelly.
- REMEMBER THAT LOVE PROVIDES A FLAVOR FOR EVERY TASTE AND PURPOSE**
Many stores in Edmonton and surrounding towns carry good assortments. Ask your grocer first, but insist on the genuine, for no other variety gives such flavor value. As a rule grocers only stock the more commonly used flavors but they will add special items for you in next order. If you cannot get the flavor you want from your grocer, you may order direct by mail at 25c each or three for \$1.00 postpaid.
- EQUAL IN FLAVOR VALUE TO A PINT OF FINEST QUALITY EXTRACT**
The signature of H. W. Love on every 25c bottle protects you against unscrupulous imitations. In the 16c size the name "Love" is blown in the bottle.

LOVE—THE FLAVOR MAN

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BY EVERY TEST - LOVES ARE THE BEST

We Give You A Toast...

To the Allied Leaders who planned the great projects in Northern Canada and Alaska.

To our Good Neighbors with whose friendly co-operation plans turned into plants—prints into pipelines.

To the Men and Women who "did the job".

To V-Day when we shall share with our Allies the grim satisfaction of an unpleasant task well done.

To the Future when these splendid accomplishments, born of war's necessity, will provide the key to the peaceful and prosperous development of the Great North Country.

The Consolidated Mining and Smelting Company of Canada Limited
Trail, B.C.

Flags of the Good Neighbors



—Photo by U.S.A.A.F.
Over the ramparts we jointly watch the Union Jack and the Stars and Stripes are now "... so gallantly streaming ..." side by side. In a ceremony probably unique in Canada the flags of the two great Allies are lowered at sundown each night at the Edmonton air base of the Alaskan Wing of the U.S.A.A.F. Transport Command. Above is the scene on a recent evening.

Make Alaskan Land Available

Millions of acres of good land in Alaska are available now—and will be available after the war—for homesteading and other forms of land settlement.

Pressed with inquiries from service men stationed in Alaska, the general land office has distributed a pamphlet detailing facts pertinent to postwar Territorial settlement. Choice prospects for successful farming are to be found in the Tanana River Valley, in the Cook Inlet-Matanuska Valley area and on the Kenai Peninsula. Soldiers wishing to live in Alaska, but not as farmers, may apply for a five-acre homestead instead of a homestead.

In 1919, Congress offered special

encouragement to homesteading by veterans of World War I, ruling that time spent in military service, up to two years, should apply toward the three-year residence normally required for title. (This provision has not yet been extended to cover service in the present war.)

To be eligible for homesteaded land, one must be 21 years old (or be the head of a family), and a citizen. Claim to the desired property is filed with a district land commissioner, along with \$5 if the claim is for 80 acres or less, \$10 if more than 80 acres. The homesteader must occupy the land within six months after filing for it, and must have one-sixteenth of the area under cultivation during his second year. By the end of three years, he must be able to show a farm one-eighth cultivated, and must have lived for at least seven months of each year in a "habitable" house on the property.



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Tom Campbell's
MEN'S SHOP

James Ave., Opp. Selkirk Hotel

Northwest Rediscovered New Continent "Built" By Canadians, Americans In Good Neighbor Tasks

At one time America existed only in the mind of the intrepid Columbus. For decades the great Northwest was real only in the minds of intrepid dreamers in Canada and the United States.

The Second World War, first truly global war in history, led to the "rediscovery" of the lost Northwest. And the instrument of "discovery" was The Good Neighbor Policy.

America alone of all the continents has remained a mighty oasis in the burning desert of total war. Armed not with the implements of war but with the stupendous weapons of the earth's greatest technology and the finest of engineering skill, two good neighbors have made ready in record time to defend their contiguous continental heritage.

GREAT PROJECT

Vast engineering projects, unsurpassed in area covered throughout history, have been carried to successful completion. The Alaska Military Highway, the Canal pipeline and a great chain of airfields with connecting telephone lines, are the shadow made substance in a great continental northwest.

Canada and the United States have found safety and security in the Good Neighbor Policy.

The din and bustle that went

along with these vast engineering achievements, is dying away. We Canadians in the Northwest, citizens of Edmonton in particular, now have time to pause and ponder the meaning of it all.

Despite annoyance of congestion and confusion we have enjoyed the friendly "invasion" from the south.

We will miss the young men and women from the United States who have left and who are still to depart for duties elsewhere.

Surely no words hold greater warmth than a sincere: "We shall miss you when you have gone."

A GREAT CONTINENT

In this temporary fusion of forces and skills of the last two years Canadians and Americans have the satisfaction that they have built a greater continent, a continent almost as new as the one Columbus discovered.

In this special edition The Edmonton Bulletin has sought to pay tribute to Americans and Canadians whose skills and energy have

made the new continent a reality. Although built in the extremity of war the great highway, the airway, and the oil system will all be ways of peace in that better tomorrow that lies just ahead.

To all who so kindly assisted in the production of this special issue, The Bulletin tender its sincere thanks.

In particular would we thank the following for giving of their time and thought to contributions that made this edition possible:

Mrs. Eleanor Roosevelt, Lt.-Gen. Brabon Somervell, Lt.-Gen. S. B. Buckner, Jr., Maj.-Gen. W. W. Foster, C.M.G., D.S.O., V.D., Brig.-Gen. L. D. Worsham, Brig.-Gen. Dale V. Gaffney, Col. F. S. Strong, Hon. C. G. Powers, M.C., Maj.-Gen. Harold L. George, Air Vice-Marshal T. A. Lawrence.

Premier Ernest Manning of Alberta, Premier John Hart of British Columbia, Premier Adélard Godbout of Quebec, Premier J. B. McNeil of New Brunswick, Premier A. B. MacMillan of Nova Scotia; Maj. Walter H. Parsons, Maj. Freeman C. Bishop, Maj. George Carroll, Wing Cmdr. R. Irwin, Lt. Cecil Barger, Lt. Charles Lecky, Capt. Richard Neuberger, Lt.-Col. Robert Lockridge.

Lt. Gordon Williams, officers of the Northwest Service Command at Whitehorse, photographic sections of the Northwest Service Command, U.S. Army at Edmonton and Whitehorse, photographic sections of the U.S. Army Air Forces, Edmonton and R.C.A.F. Northwest Air Command, Edmonton, Dr. W. Rowan, Kent L. Fuller, Dr. Theodore Link.

Vilhjalmur Stefansson, Carl C. Wilcox, Guy H. Blanchet, Gerald Murphy, A. M. "Matt" Berry, Grant McConachie, George Simmons and the many other members of the

Pays High Tribute Good Neighbor Policy Just the Natural Thing Declares Air Hero Caine

The following tribute paid to the fighting youth of the United States by a Canadian hero of the aerial wars is eloquent because of its simple sincerity. Flying Officer Johnny Caine, D.F.C. and Bar, of Edmonton, has destroyed 17 enemy aircraft and damaged five, to lead the famed City of Edmonton Mosquito intruder squadron by a goodly margin. To Johnny Caine the Good Neighbor Policy is a living reality in the embattled skies over Hitler's crumbling fortress Europe.—EDITOR.

By FLYING OFFICER JOHNNY CAINE, D.F.C. and Bar

To me, close and effective co-operation between Canadians and Americans is the most natural thing in the world. Since I joined the air force here in December of 1941, I have drilled, stood guard, trained and fought side by side with Americans.

At first, while in training depot, there were about six Americans who couldn't wait for training in their own air force, so joined the R.C.A.F. to get over there more quickly. They stood their guard and took the "tough stuff" of early drilling the same as the Canucks.

At elementary flying school they did better on the average than we Canadians because a majority had military and civilians engaged in north projects.

This is your story of the new Northwest. Again we thank you.

JACK DELONG,
Special Edition Editor.

A few hours flying time commercially before joining up. One of them went overseas with me and went to night fighters and later Mosquito intruders.

TRANSFERS TO U.S.

Later he transferred to the U.S. Army Air Force but remained attached to the R.C.A.F. although he wore American uniform and drew U.S. pay.

Two other Americans were with us after we went on intruder work. One of these, 1st Lt. Luma, D.F.C., had seven Hun aircraft destroyed and several probables. When he ended his tour he was the highest scorer in his particular outfit. And he was a grand guy.

Take it from me the Americans

Pays Tribute



F.O. CAINE

can hold their own anywhere any time. You could not find better guys.

So it's natural that Canadians and Americans should team up to accomplish great things in the northwest.

In May of 1942 U.S. engineers troops arrived at Waterways, a small frontier town at the end of the railroad northeast of Edmonton. Waterways is at the head of the navigation system to Norman Wells on the Mackenzie river. It was the engineers' job to expand existing transportation facilities consisting of a few flat-bottom paddle-wheel boats which had been used for years to supply trading posts in the far north.



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White Pass and Yukon Railway in Strategic Role

Joins Marines

Edward C. Westwood, well-known transportation attorney, who formerly represented the Air Transport Association, has entered the Marine Corps as a private and is training at Parris Island, S.C. He is associated with the Washington law firm of Covington, Burling, Babcock, Achesson and Sherb.

Wrestling is the most universal and primitive of all sports.

Package "Airports"

Airports in "packages" including everything necessary except the actual runways, are being planned by the Westinghouse Electric Company. Control towers, administration buildings, hangars, radio beam, meteorological, telephone and public address equipment, boundary and flood lighting, fueling, power house, water pumping, and storage, comprise some of the features.

Historic Narrow Gauge, Built in Gold Rush Days Now Vital Supply Artery

Most Canadians are familiar with the thrilling stories of the construction of the Canadian Pacific and Union Pacific Railways, historic engineering achievements against great odds that made the union of two great nations "more perfect."

Little is known generally, however, of the construction of the White Pass and Yukon Railway, a narrow gauge line, connecting Whitehorse in the Yukon with Skagway, Alaska. It is 110 miles long. But construction of this line was a most amazing engineering accomplishment. Started during the great Klondike gold rush of '98, the rail line has played a great role in the grand strategy of the Second World War in the North Pacific area.

Much of the material and equipment used in the construction of the Alaska Highway, the military airport and the Canal oil line, were freighted over the famed White Pass and Yukon under the most severe weather conditions in four decades.—EDITOR.

By C. J. ROGERS

President and General Manager White Pass and Yukon Railway

When in 1897 there "broke" the story of the "Ton of Gold" that landed in Seattle on the old Steamer Portland, the main question from a great many citizens of the United States and Canada was "How do we get there?" Naturally there were many who wanted to answer that question to their own profit as a great movement of people great distances was in the offing. Many routes were tried and it is interesting to remember a few of them.

Taking the most easterly and working west many stampedeers went down the Mackenzie, starting from Edmonton and crossing over to the Yukon valley via the Porcupine River and then back up the Yukon to the Klondike. This was a long strenuous trip and was taken in the summer on the rivers and in winter over the snow and ice.

There was a route from Fort George via Hazelton, Telegraph Creek and to the Yukon valley via the Teslin or Hootalinqua River. This was called the "All Canadian Route" and followed for a distance of the route of the ill-fated Western

Union telegraph line, which was intended to link America and Europe through Russia.

A third route was from Wrangell on the Alaska coast to the end of Lynn Canal at Dyea, by trail, in winter or summer, over Chilkoot Pass, including a climb of about 1,000 feet practically straight up, reaching Lake Lindeman which empties into Lake Bennett through the disastrously crooked and swift short connecting river, which was the "last mile" for many.

A fourth route was from Wrangell on the Alaska coast to the end of Lynn Canal at Dyea, by trail, in winter or summer, over Chilkoot Pass, including a climb of about 1,000 feet practically straight up, reaching Lake Lindeman which empties into Lake Bennett through the disastrously crooked and swift short connecting river, which was the "last mile" for many.

A fifth route left the Alaska coast at Haines, up the Chilkat River, over the divide through what came to be known as the Dalton Trail, and on down the Yukon valley, reaching the Yukon at Carmacks. This was a low-level route and sufficiently swampy to provide feed for cattle and many destined for the Klondike market were driven over this trail by Jack Dalton and others.

Attempts were made to strike through from Cordova and Valdez, following somewhat the route travelled by Lieut. Schwatka of the U.S. Army many years before.

And then there was the all-water route via the open Pacific and Bering Sea to Fort St. Michael near the mouth of the Yukon River, and the long drag up the Yukon for some 1,800 miles to the Klondike.

Many were the railway and other transport schemes hatched on paper, some of it gold embossed and costing cupidous people hard-earned money, but out of this welter of schemes, a sturdy, determined little Irishman named Sam Graves saw the possibilities of a railway running from tidewater at Skagway to the headwaters of river navigation on the Yukon just below Miles Can-

yon and Whitehorse Rapids. Putting his faith in another not-so-small Irishman, Michael J. Mooney, they started what looked from map mileage to be a comparatively simple job. But they soon found that they were in a tough country 1,800 miles from the limited market of the then small cities of Seattle, Vancouver and Victoria and another 2,800 miles from the places where rails, spikes, tools, drill steel, locomotives, cars, and all the other things they needed were made.

SHORT OF MONEY

Three times they ran out of money and had to go back into the market and "pay through the nose for it." Labor, contrary to today's conditions, was not hard to get—it was only hard to keep. Many of the Klondike stampedeers who had gone broke on the trail were glad to go to work, both to live and to get needed money to continue their journey, but rumors of great new finds of gold at all points of the compass were rife and many a morning the foremen found empty pots in the bunk tents. The men and the company's tools were away plenty, dealing with three governments: the United States, British Columbia, and the Dominion gov-

ernment at Ottawa, who did not even know where their respective boundaries lay, was not finally untangled until August, 1898. Less intrepid adventurers would have waited till spring as August is much closer to a "White Christmas" in these latitudes than it is further south. The record, however, is that the 20 miles of railroad from Skagway, which for 16 miles rises on a 4 per cent grade (nearly 208 feet each mile) to an elevation of just under 3,000 feet at the summit, and is entirely laid along a shelf cut in the granite of the mountains, was completed with the rails in place on January 20.

STARTED IN WINTER

To be of any great use to the stampedeers or to its owners in financial returns the railway had to be completed speedily. Placer booms have a habit of going "phut" over night and the extent of the gold bearing gravels in the Klondike were not then known. The last snarl of red tape, and there was plenty, dealing with three governments: the United States, British Columbia, and the Dominion gov-

ernment at Ottawa, who did not even know where their respective boundaries lay, was not finally untangled until August, 1898. Less intrepid adventurers would have waited till spring as August is much closer to a "White Christmas" in these latitudes than it is further south. The record, however, is that the 20 miles of railroad from Skagway, which for 16 miles rises on a 4 per cent grade (nearly 208 feet each mile) to an elevation of just under 3,000 feet at the summit, and is entirely laid along a shelf cut in the granite of the mountains, was completed with the rails in place on January 20.

Continued on Page 14, Col. 2

White Pass and Yukon Rail Line Had Big Part



One of the finest accomplishments in the history of great construction projects was hung up by the short narrow-gauge White Pass and Yukon Railway, running between Skagway and Whitehorse. Although the U.S. Army took over actual operation of the 110 miles of road in 1942, all civilian employees and officials of the line were retained.

The tiny railroad moved thousands and thousands of tons of equipment, supplies and personnel for construction of the Alaska Military Highway and the Canal pipeline. C. J. Rogers, president and general manager of the line, is shown standing in front of flatcars loaded with military equipment, in the above picture.

GREAT EXPECTATIONS!

In happy postwar days, when you choose long-postponed replacements of home equipment, be sure to examine the new and complete line of Beach Ranges. Refrigerators, freezers, and all the latest improvements! For the present, use your household equipment carefully, keep it in repair.

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Developed, perfected and made available to farmers before wartime freezing came into effect, the Massey-Harris self-propelled combine is a pre-war forerunner of a post-war trend in farm implement engineering. The success of the self-propelled combine has opened up new possibilities of adapting this principle to other types of farm machines.

With the Massey-Harris self-propelled combine the harvesting of grain has been made easier, simpler, and less costly than ever before. One man moves the machine and operates the working parts. One man handles the self-propelled and can harvest sixty acres and upwards in a day. Self-propelled combines have been a great help to grain growers in handling wartime harvests under the shortage of farm labor.

In the future, as in the past, new developments in mechanized equipment will enable farmers to do their work easier, quicker, and more profitably. Canadian ingenuity in making available the self-propelled combine has made a notable contribution to the progress and advancement of agriculture throughout the world.

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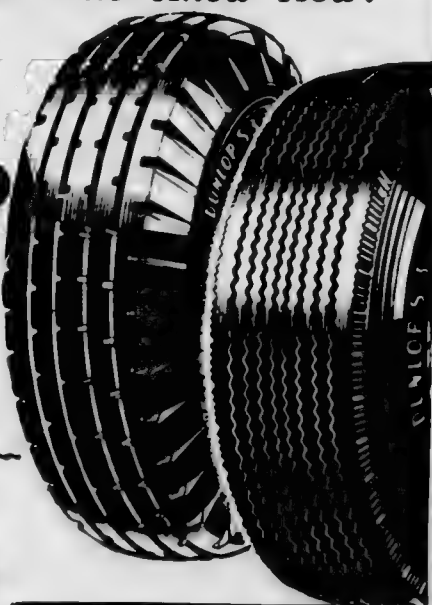
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Some "Sterling Better Values" That Proved to Edmontonians That STERLING IS FURNITURE HEADQUARTERS



CHARLES O. TANNEY
Manager

The good judgment of Edmontonians has led them to note the many famous "Better Values" offered by STERLING FURNITURE LIMITED in their weekly advertisements. That, today, is why crowds have rushed to STERLING first... headquarters for furniture values in Edmonton. The management and staff of STERLING... a friendly co-operative furniture store extend a hearty invitation to you, your family and your friends to visit us and feel at home.

Courteous, Experienced Salesmen Welcome You!

All Sterling Ads on This Page Have Appeared From Week to Week In the Daily Papers



H. E. Smith
Salesman



Werner Stevens
Salesman



F. Jäcknicke
Salesman



Reg. Heath
Credit Mgr.



ERIC LANSDOWNE, Salesman.
Back Again at Sterling After Service in the Canadian Army



PARKHILL CHESTERFIELDS
Similar to Illustration Quality Construction Throughout!
There's style and comfort in this lovely PARKHILL SPRING-FILLED chesterfield sofa! The 2 pieces are generously proportioned. Famous PARKHILL construction! Your choice of many fabrics.
\$129.50
The 2 Pieces!



8-Piece Bedroom Ensemble

POPULAR PILLOW BACK Studio Loun
Soft, comfortable! Ideal for your extra room! A 3-pillow back lounge in a good choice of coverings. Opens into double bed at night. STERLING BETTER VALUE
\$47.50

NATIONALLY KNOWN FURNITURE PRODUCTS

You are assured of the finest in furniture at STERLING. STERLING'S policy of buying from established top quality manufacturers is your assurance of quality and value.

Another STERLING Better VALUE

ASK YOUR FRIENDS ABOUT STERLING...
Chances Are They Deal at Sterling!

STERLING'S SATISFACTION GUARANTEED ON EVERY PURCHASE

Sterling customers are satisfied customers. Satisfaction is guaranteed on every furniture purchase or your money is cheerfully refunded.

Collectively, every member of the STERLING staff believes in customer satisfaction.

POLICY...

Their reputation as home furnishing experts is based upon that policy.

STERLING BETTER VALUES

Breakfast BEDROOM SUITE
Dress up your kitchen with attractive suite. All hardwood construction. Natural finish with trim. Six pieces include BU. & CHAIRS and EXTENSION TABLE with 4 SEATERS.
8 Pieces Including Chiffonier



STERLING'S BUYERS...

Sterling's buyers are continually searching the market for fine furnishings for your home... assuring you of the newest and best at all times.

AN APOLOGY...

If at any time we are forced to inconvenience you with a wartime substitute, we hope you will hear with us until victory is won... then STERLING will be the first to supply you with many items of furniture not now available.

\$139.50

STERLING FURNITURE LTD.
Corner Jasper Ave. and 96 St.
"Out of the High Rent District to Save You Money"



- ★ Bed ★ Bench
- ★ Vanity
- ★ Quality Spring Filled Mattress
- ★ Chest Drawers
- ★ Cable Spring
- ★ 2 Pillows

\$169

10 Pieces, Complete... **\$169.00**

When Good Furniture is Not Expensive

STERLING FURNITURE LTD.

Corner Jasper Ave. and 96 St. Phone 21006
"Out of the High Rent District to Save You Money"

STERLING BETTER VALUES

Shop Early! Quantities Limited!



8-Piece Economy BEDROOM OUTFIT

If you plan the re-furnishing of your bedroom or spare room at a minimum of cost, this is the bedroom outfit for you! We recommend it for all-round value! "WRIGHT" design of course with circular mirror on wall. LIGHT PIECES in all give you a complete room.

Includes: BED, VANITY, BENCH, CHEST OF DRAWERS, MIRROR, NIGHTMANS.

\$111.50

FAIR DEALING

Sterling's policy of fair dealing has been strictly adhered to... and STERLING today enjoys the full confidence of thousands of satisfied customers.

STERLING SERVICE...

Service, with Sterling, has always been a keynote to STERLING policy... and still is today. You CAN depend on Sterling service!

Uphill Pull on Canol Pipeline Road



During the winter months when snow and ice are additional hazards in the far north, tractors are required for pulling traffic

up some of the steep mountain stretches of road. The picture above tells its own story.

72 Below Zero

As Road Built

Crews living in canvas drawn by bulldozers and mounted on sleds pulled their way down Peace River the thousand miles to Norman Wells and on February 23, 1943 this winter road was completed. These men worked during one of the most severe winters on record. Temperatures dropped as low as 72 degrees below zero. That was a bright chapter in the Canol story. These cat trains, which were used extensively in the north, consist of a series of large sleds hauled by crawler type tractors. Wagons or canvas were mounted on sleds and used as living quarters. Welding and pipe stringing equipment were also mounted on the sleds and were transported along the line as the job proceeded.

The White Pass & Yukon railroad winds up through the White Pass, climbing 2,800 feet in 18 miles. The White Pass was the trail used in the gold rush days of '90 by prospectors bent on getting to the gold fields near Dawson City, Yukon Territory.

In Command



Col. J. V. Johnston, former commanding officer of the engineering district of Whitehorse for the U.S. Army. Whitehorse district now includes all activities in the Canol project.

Ordeal Is Described

Keeping Clean, Keeping Moving. No. 1 Problems On Canol Job

Keeping clean was the biggest single problem during construction of the great Canol Pipeline. Not only is cleanliness next to godliness but it held top priority rating as a morale-builder during the soul-trying period of construction of such great projects as the oil pipeline and Alaskan Military Highway.

Tall, rugged Lieutenant James A. McLennan of Atlanta, Georgia, who was officer in charge of Canol I, during the first stages of construction from Whitehorse to Sheldon Lake of the pipeline service road, is authority for the account about personal hygiene being No. 1 problem.

And Lt. McLennan, who worked on such great engineering jobs as Boulder Dam, should know whereof he speaks.

Lt. McLennan started his work of supervising construction of the service road from Johnson's Crossing east toward the Norman oil fields on Feb. 12, 1943. That was in the middle of one of the most bitter winters in the northland's history.

On December 31, 1943, at 3 p.m. McLennan's construction crews met the crews working from Norman Wells at mile 310. On the previous day an Indian with a dog team had contacted the advance party from Norman Wells.

It had been a long, tough, uphill struggle, a battle against the elements at their worst, plus great technical difficulties. But these physical hardships were more easily vanquished than the troubles of the spirit.

"Keeping clean was the hardest job of all and we soon found out that if the men were unable to keep properly washed and their clothing clean, their morale slumped badly," Lt. McLennan recently told a Bulletin staff writer.

"Another thing we soon learned. You must keep moving forward all the time. Even when it is almost impossible to measure the small amount of progress made in a day you must nevertheless keep going ahead. It's just like an offensive at the front. When the enemy has you stopped completely the winning spirit is apt to depart," he explained.

MAIL IMPORTANT
Other factors in keeping morale at a high level are: regular mail service and entertainment of some kind whenever possible, the officer said.

"Mail is something that a married man just can't get along without. If he doesn't get mail he's apt to develop cabin fever and that's a terrible thing."

The men building the road during the bitter winter of 1943 made a curious discovery. They found that extreme temperatures prevent clear thinking.

In other words the old wisecrack about a person going "batty" with the heat works in reverse under conditions of extremely low temperatures.

"We were told it was 72 below zero one day but we worked straight through just the same. The only thing we noticed was we were unable to think clearly."

The construction crews experienced many wild blizzards along parts of the route. Once, Lt. Col. A. H. Griffin, who later took command of the road building, was snowed in for several days, completely isolated from the rest of the construction workers.

Up in MacMillan Pass, in the Mackenzie Mountains the snow was piled up once to a height of 20 feet.

"At those times we would have to stop road work for several days and everybody would just shovel snow," said Lt. McLennan.

SLEPT IN WANNIGANS
The workmen slept and ate in wannigans, little wooden houses on skids drawn by caterpillar tractors. There were double tiers of bunks for sleeping.

In order to beat the dirt menace the engineers installed steam pipe lines at every camp to provide hot water for washing men and clothing.

"I would like to pay tribute to a Canadian from Whitehorse who went along the line during the worst days of that winter with a motion picture outfit, showing films to the workers. It was a wonderful aid to morale and the man who showed the films deserves an awful lot of credit. I'm sorry I forgot his name," said the engineer officer.

Lt. McLennan recalled laughingly that the film man passed up one camp on one occasion and a "posse" was promptly formed to follow him. The picture operator was overtaken and practically "forced" back over the trail where he showed his films and was "allowed" to continue on his journey.

Camps, generally were 25 miles apart, although in some cases there were about 50 miles between the larger camps.

ICE WAS PROBLEM
One of the main problems when the weather became warmer was clearing ice from the road. The snow forms a blanket over the muskeg and when this melts there is all back to pay on the road surface. The water freezes and there is a heavy coating of ice for miles in some stretches of the road.

Fires in oil drums proved the best method of heating such conditions of icing.

Another great problem was broken machinery caused by the extreme low temperatures. Blades on the big bulldozers used to take an awful beating in this respect.

"High thermal stresses in the metal of the blade were set up by the extreme temperatures and the blades would break suddenly," said the officer.

MACHINERY RECORD
What type of equipment stood up the best? The answer is not surprising.

"The good machinery stood up just the same up on the Canol job as in other parts of the country. Good, typical road-building machinery stood up well, but we really needed heavier stuff than we were able to get at the time, he said.

Jeeps were of little use on the Canol project, a carryall proving the most valuable type of vehicle. The muskeg was knee deep.

Supply was also a problem at all times as there were as many as 1,200 civilians working on the road after a U.S. Army Engineer Corps regiment had punched through a crude tote road.

The Army engineers built a winter road, 250 miles from Johnson's Crossing, to Ross River Post where they cached supplies for the regular road builders.

"We had orders to meet the crews from Norman by Jan. 1 and we bettered our orders by one day," he said.

The road has a 14-foot minimum width and is described by Lt. McLennan as a fair road. It can be made into a first class

highway like the Alaska Highway if it is thought feasible to spend more time, money and energy on it.

A good average speed is 20 miles per hour for vehicles. A telephone line follows the road and all pipeline from Johnson's Crossing to Norman Wells.

PUMPING STATIONS
There are permanent pumping stations and camps for the oil line each 30 miles. Radio also assures communication at all times over the entire route.

Wild game abound over most of the route. Moose, caribou, wolverine, grizzly and mountain goats are common. Many animals were shot for food.

One thing about the great job of which Lt. McLennan is particularly proud is the low accident rate.

FEW ACCIDENTS
"The known of jobs in the States where conditions were much more favorable and the accident rate far higher," he observed.

Ice and mud, with vehicles slipping on the steep grades, constituted the greatest hazards to construction workers.

Lt. McLennan from his arm one night while sleeping in a carryall during the extreme cold of that winter.

The cold itself was never a serious problem for the men although most of them came from homes in the Southern States.

Sanitation and morale were the big problems and the best way to beat these problems was to keep hot and cold running water available wherever possible.

"The boys who looked after our equipment deserve enormous amounts of praise. They had good trucks but it was a terrible job keeping them in repair under such conditions. The mechanics kept 'em rolling at all times. The truck drivers, too, had a difficult job but they too came through. So did the 'cat skinner' and other drivers," Lt. McLennan said.

Route of the oil pipeline road is as follows:
Johnson's Crossing, Suttin River, Quiet Lake, Ross River, Lapie Lake, Ross River Post, Pelly River, Sheldon Lake, Selkirk Mountain Range, MacMillan Pass, Caribou Pass, Goddard Lakes, Devil's Pass, Esplanade River, Dodo Canyon and Norman Wells.

Lt. McLennan has been 30 years in construction work and has had lots of "kick" out of other big jobs, the "last 10 miles" of the Canol road was the greatest thrill of his life.

"I felt that a big job had been done," the officer said.

Several times the engineers had been told the Canol job could not be done. Muskeg would beat the best efforts of the construction crews, they were told.

Mathematics and mountain climbing are hobbies of Lt. McLennan. He has one son a cadet in the United States Army Air Corps training as a pilot. His wife, Mrs. A. D. McLennan, lives at 2806 Memorial Drive, South East Atlanta, Georgia.

In the summer of 1942 a route had opened up from Dawson Creek, B.C., over the Alaska Highway to Whitehorse. The pioneer road was completed November 20, 1942. This road was converted into an all-weather military highway by October of 1943. Long sections of pipe were hauled by this route and trucks with pipe dollies were a familiar sight on the highway, on the way to the Canol pipeline.

BULLDOZERS MOVE GAS STATIONS

The Highway Made the Staging Route The Staging Route the Pipe Line

Veterans of the Alaska Highway In Reminiscent Mood

You meet them, these days, all over Canada and the U.S. — the men who pioneered the whole job up North by crashing through that first raw gas that has since become the Alaska Highway.

Your reporter ran a couple of them to ground in a hotel in

Minneapolis and listened entranced while they reminisced: "Remember the gas station on skids?" one asked. The other chuckled: "You see," he explained to me, "one of our problems was keeping up with ourselves. Way out in front would be the bulldozers crashing through the bush. But they didn't leave the sort of road behind 'em that you could bring a tank truck up over. So we had a real refueling problem on our hands. But that Canadian outfit," said the other, "the one that had our gas and oil contract

"B-A" interjected his pal: "That's right. The British American Oil Company! Well they figured out a way of mounting 3,000-gallon tanks on skids and bulldozing them up to the front lines. Those B-A boys certainly knew the answers when it came to transporting and storing oil and gasoline. Yes—in supplying the requirements of the U.S. Army and contractors over this route many millions of gallons of B-A motor fuels were delivered under most trying conditions by The British American Oil Company Limited."

FIGHTING NAVY BACK SEPT. 7

Popular R.C.N. Show Returns to C.J.C.A. and C.F.C.A. in Early Fall

One of the most popular radio programs in Alberta is the stirring and authentic half hour on Thursdays which gives such a vivid picture of life on a Destroyer in the Royal Canadian Navy. Off the air now for a summer recess, Fighting Navy returns to the Trans-Canada Network the first Thursday in September, interviewed in Ottawa, Commander George, S.B. R.C.N.V.R., who is responsible for the program, promises new thrills for next fall. "The part played by the Canadian Navy in the final destruction of the Axis nations will be vital," said Commander George. "We hope to give our listeners a vivid picture of it, when Fighting Navy returns. Incidentally, I'd like to take this opportunity of thanking The British American Oil Company for making it possible for my Department to bring the Canadian people this story of Navy life."



Author and producer of Fighting Navy, Commander George, S.B. R.C.N.V.R. was well known to Canadian listeners for other successful radio programs. In his view, B-A performs a valuable public service by sponsoring Fighting Navy.

NEW LINKS COMPLETE B-A CHAIN

Across Canada British American Oil Is Geared to Meet the Needs of War

When the war broke out, British American Oil's chain of refineries included an up-to-the-minute installation at Calgary, an absorption plant in the Turner Valley and efficient refineries at Moose Jaw, Toronto and Montreal. Foreseeing the inevitable demands that war would make on the Dominion's refining capacity, B-A—as an independent and self-financed contribution to the war effort—set about increasing facilities... particularly for the production of aviation fuel and lubricants. Consequently at a time when the needs of the Air Training Plan were at their peak, B-A had new equipment at the Turner Valley to produce feed stocks for the government-sponsored Alkali plant in Calgary. Auxiliary installations at Moose Jaw enabled that plant to produce aviation gasoline. Meanwhile, was in shape to supply feed stocks to the government's Alkali plant in that city. And, finally, the government representative who opened B-A's magnificent new plant at Calgary declared that "the coming on stream at that time was a 'Godsend'."

ENTIRELY INDEPENDENT

B-A Is Owned by More Than 18,000 Canadians From Every Part of the Dominion

The people who work for British American Oil are proud of the fact that they are connected with an independent Canadian company. Now Canadian is best shown in the following chart of ownership:

Distribution of Shares		
	Holders	%
Canada	18,254	95.37
Other British	92	.43
Total British	18,346	95.80
U.S.	636	3.26
Foreign	48	.24
Total	18,990	100

It is fitting that this independent Canadian company has been in a position to contribute much to the development of the West, both in the oil and the aviation industries looking to the future. It is the firm intention of everyone connected with B-A to make it true that over that YOU ALWAYS BUY WITH CONFIDENCE AT THE SIGN OF THE BIG B-A.

Canada in the Air Age



LOS ANGELES TO DELHI in fifty hours... via Edmonton?

From the up-to-the-minute glitter of America's West Coast to the storied glamour of ancient India the great circle route crosses Canada. Yes the Air trails of tomorrow are Canadian trails. It is up to us to see that Canadians fly them!

When victory brings peace, Canada in proportion to her total population will have more trained aviation personnel than any other country. As of today nearly one in nine adult male Canadians below 40 years of age are in the R.C.A.F.

This is both an opportunity and a responsibility. It is an opportunity to capitalize fully on Canada's fortunate

geographical position in the Air Age. But it is our responsibility to see that these men find an outlet for their knowledge, training and experience.

Every forward looking Canadian—and the 18,000 people who own B-A are forward looking Canadians—shares this responsibility, has a part in this glorious opportunity.

Is the air, on water and on land it's B-A all the way!



THE BRITISH AMERICAN OIL COMPANY LIMITED

The first in a new series of advertisements published by British American Oil in Aviation Magazines. This striking series seeks to rouse the people of this country to the opportunities for Canada in the Air Age.

For Over 2 Decades Part of Edmonton

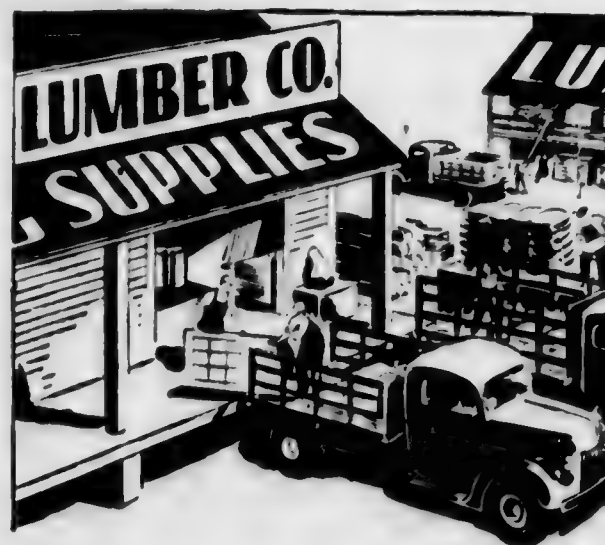
Armitage-McBain
LUMBER CO. LTD.

CALL THE LUMBER NUMBER 25236 & 22594
JASPER AVE. at 93rd ST.

Still Popular With Growing Edmonton

The number that supplies Edmonton and District with all kinds of lumber... for home improvement... for new homes... for fine new buildings and even for odds and ends about the home... is the ARMITAGE-McBAIN LUMBER NUMBER.

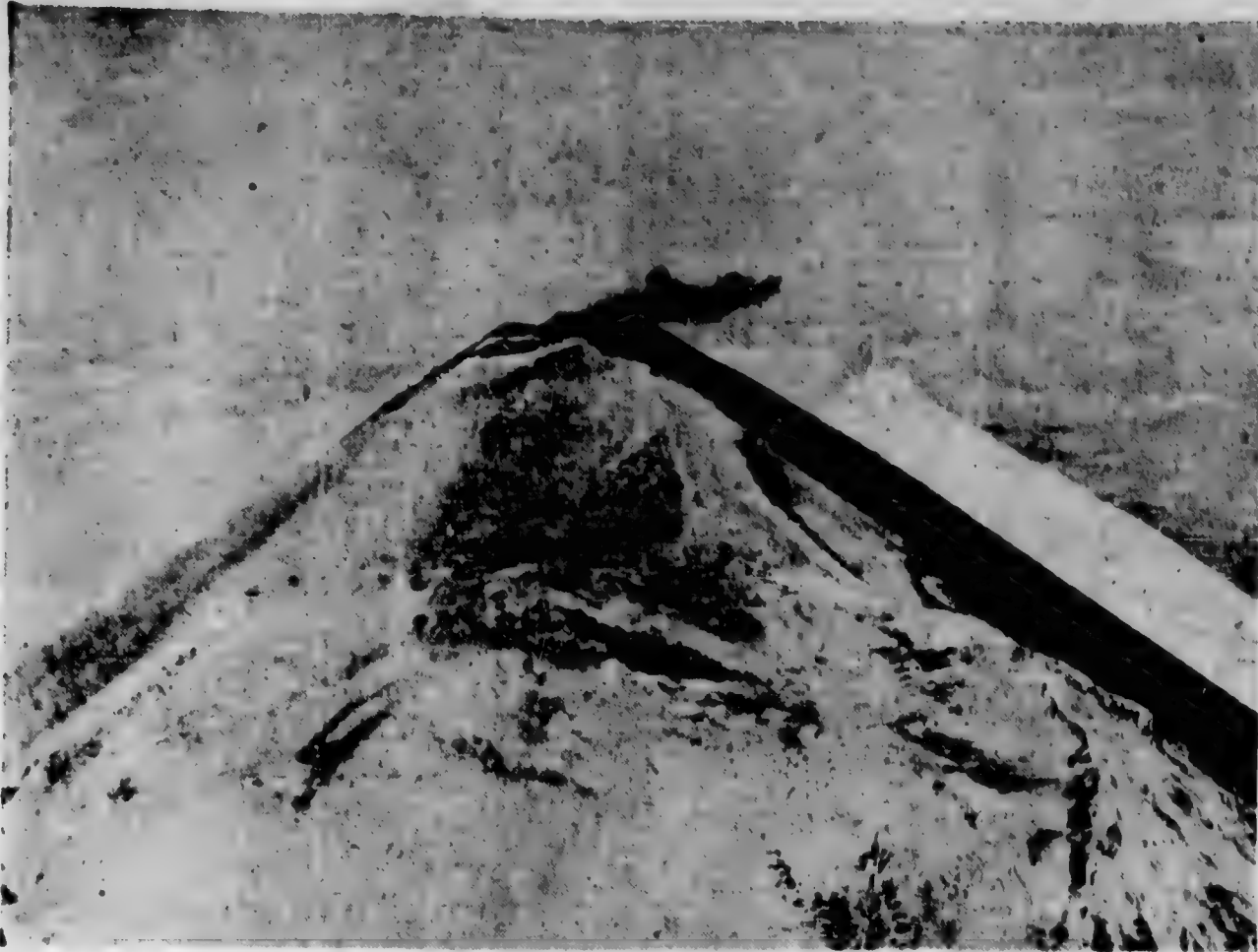
ARMITAGE-McBAIN LUMBER COMPANY is GROWING with EDMONTON and helping to build a BETTER Edmonton. Fair dealing plus unexcelled service... places ARMITAGE-McBAIN at the top of the list for LUMBER services.



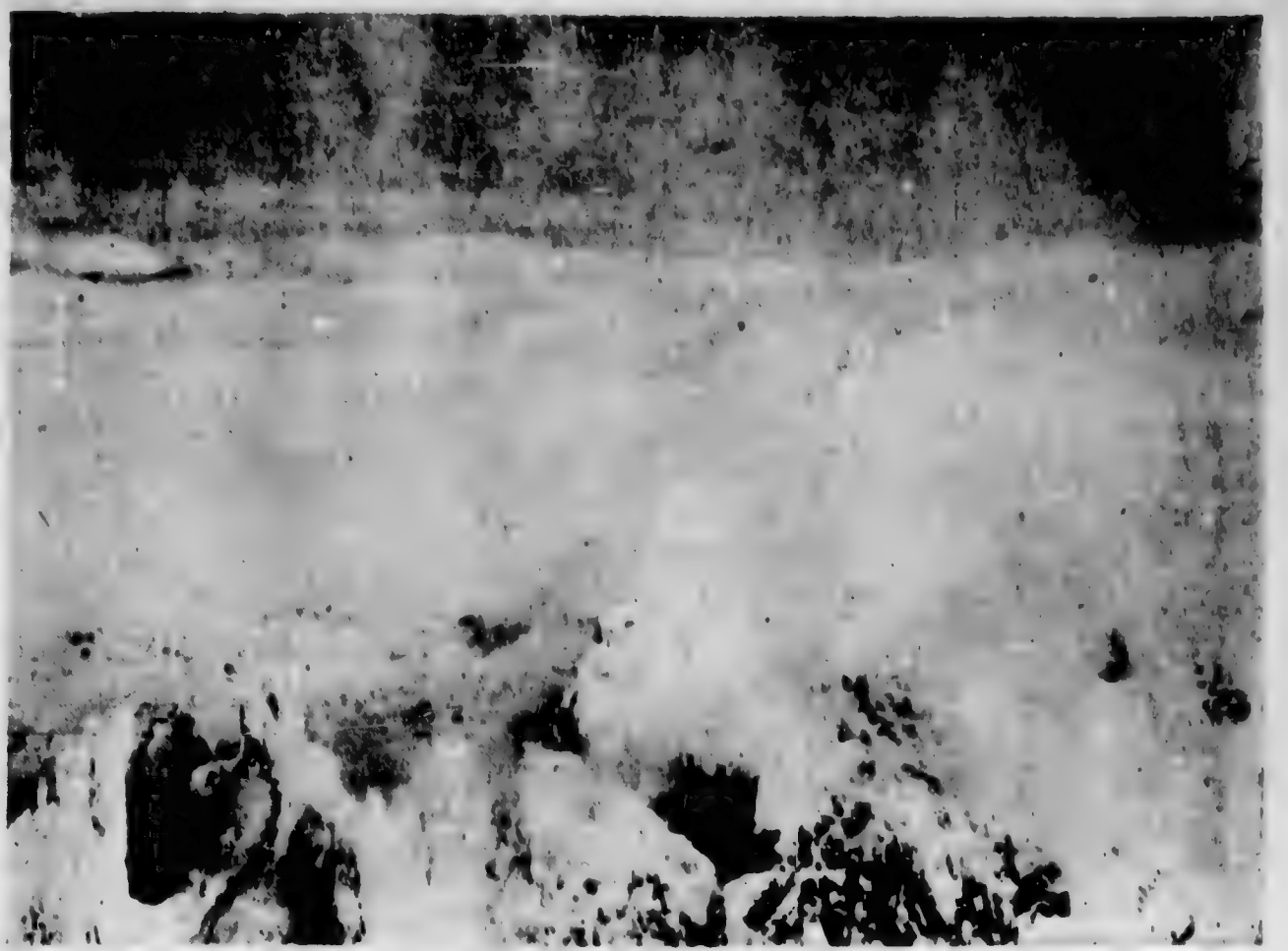
Building Materials Now Available

BUILD YOUR OWN HOME

• Bleak, Weird and Pleasant Scenes Nature's Varied Menu in Northwest



Parílof, 9,000-foot volcano in the Aleutians once erupted in the path of a "Flying Chain Gang" pilot of the Alaskan Wing of the U.S. Army Air Transport Command. One side of the volcano is black from lava; the other white with snow. (U.S. Army Air Forces Photo)



Heroic American and Canadian pilots fly their planes over the dangerous desolation of the Aleutians toward the lengthening battle lines of the North Pacific. Jagged, cloud-wrapped peaks like these beckon with fingers of death toward those who travel the skyway over the bleak Aleutians. (U.S.A.A.F. Photo)



On a lonely stretch of the Alaska Highway an Army truck driver sprinkles sand over a stretch of road made slippery by a recent fall of wet snow.



Canada's great north, close to the Arctic Circle, grows good vegetables. This point is proven by Sam Houston, geologist from New Orleans, La., posed in his garden at Norman Wells, above. Because of the round-the-clock sunshine plants sprout with amazing rapidity, growing sometimes as much as two or three inches in a day. The above picture was taken at midnight in June.



After giant bulldozers had blitzed their way through a northland forest during construction of the Alaska Highway and Canol Oil roads this is the scene left behind.



A fine steel trestle spans a far north river where the highway winds through heavily-timbered country.



Ice formed from warm underground streams is a major winter problem on some stretches of the Alaska Military Highway in the far north. Above is shown a cutting on the road where the water has piled up alongside the highway.



Black bear cubs were pets pampered by the G.I.'s engaged in building the Alaska Military Highway and the Canol pipe line. Above is shown a bear cub, chained up at a highway relay post.



A popular pastime with the men who built the Alaska Highway and Canol pipeline was fishing. Above a group of U.S. civilians and soldiers form a scene reminiscent of Tom Sawyer and Huckleberry Finn, while trying their luck on the placid waters of the Yukon River. Shortly after the picture was taken a 25-pound lake trout was caught and fried on an open fire.



Unique signposts featured in the great northwest soon after construction of the Alaska Highway and Canol pipelines started. A lonesome G.I. is reading the names and distances from the front of his truck up near the Arctic Circle. Naturally there is a far away look in his eye. •••

Great Arctic Explorer Favors Mackenzie Route to Asia

Vilhjalmur Stefansson Says Best "Road" to Orient Lies Along Mighty River

It is unlikely any man living knows the north as does Vilhjalmur Stefansson. In this article, written specially for The Edmonton Bulletin by Mr. Stefansson, the explorer calls attention to the seldom-recognized fact that great western pioneers like the late Hon. Frank Oliver, founder of The Edmonton Bulletin, and Lt.-Col. James K. Cornwall, D.S.O., were talking about a northerly "Highway to Asia" 35 years ago.—EDITOR.

To those familiar with the history of Edmonton, as I am to an extent, there is a sense of unreality about what is being said the last few years, that nobody realized until recently that the destined greatness of the city would depend largely upon its being a gateway to the Mackenzie basin.

In the late 18th century, when fur trade was feeling its way northward and westward, the Free Traders, the Northwest Company, and the Hudson's Bay Company, found that the portages in the vicinity of Edmonton were the gateways to a new fur am-

pire. When Mackenzie travelled down the stream that now bears his name he got his shoes blackened with mineral tar. The 18th century entries about that in his journal are the heralds of the petroleum empire of the 20th century.

when I was northbound down the Mackenzie in 1906, and on my second visit, again northbound in 1908, I talked with many an enthusiast for the greatness of Edmonton, and it was always to depend upon the exploitation of the Mackenzie basin. The talk then was mainly of wheat. The partners, Breedin and Cornwall had a flour mill on the Peace; and they knew, what everyone knows now, that the season for wheat is longer, and that the danger from summer frost is less, 200 miles northwest than it is 300 miles southeast of Edmonton—take, for instance, the government experimental farm at Fort Vermilion in comparison with my own farm at Wynyard, Saskatchewan.

They knew that the conditions for mixed farming down the Hay valley, right to Great Slave Lake, were as good as anywhere in Canada. They knew of the tremendous fisheries resources in Athabasca, Slave and Bear Lakes; they knew of the copper beyond Great Bear Lake. In the hotel lobbies of Edmonton they talked about oil in 1906 and there were flaming gas wells on the Athabasca River.

In 1906 the hotel lobbies of Edmonton were discussing a railway

that would go down the Mackenzie towards the Arctic Circle. It would then cross into the Yukon, to follow that valley in the direction of China. There would be a tunnel under Bering Strait so you could ride without change of cars, by way of Edmonton, from Montreal, New York or New Orleans all the way to a destination in Asia or Europe.

SCHEME IS OLD

Indeed, that scheme was old in 1906; for it had been developed when the Western Union Telegraph Company was planning to run an overland telegraph from New York to Paris by way of Bering Strait, and that was in the decade which immediately followed the 1897 purchase of Alaska. So the plan of a tunnel from North America to Asia, by way of Little and Big Diomedes Island, is older than the crossing of the Red River of the north by the Canadian Pacific Railway.

But an old toy is new to a new baby, and new people are today discovering with a new enthusiasm the Mackenzie itself and its relation to the Yukon, the Yukon's relation to Bering Strait, to Asia and to Europe. The enthusiasm is in large part due to our beginning to grasp as a working principle what we had

Famed Explorer



Vilhjalmur Stefansson, well-known Arctic explorer, who sees the Mackenzie river route as the best "highway" to Asia.

long known as an astronomical fact, that the earth is a spherical planet

on which the near way to the East can well prove to be by northwest or north.

During my first Edmonton visit, in 1906, I learned that Frank Oliver had been for many years, as he was destined to remain for many years thereafter, a leader among those who preached that the destiny of the city rested chiefly on its being near the head of Mackenzie navigation and potentially the gateway not merely to the riches of the Mackenzie basin but, through that basin and the Yukon, a gateway to the riches of Asia.

It appears that recently the city has been putting aside the grand vision of the road to Asia, perhaps as part of the international military strategy of the second World War; perhaps through being physically so near to the development of the spectacular tourist highway and military supply road that runs northwesterly through the mountains by way of Nelson and Whitehorse.

ROAD HAS PLACE

The mountain road to Whitehorse certainly has its place in the development of northwestern North America; but in the long run it must of course be subsidiary to the

natural highway toward Asia provided by the two great navigable rivers, the ice of which forms in winter a road for sledge trains pulled with tractors that is of scarcely secondary importance, if we develop them through the methods long foreshadowed by winter freighting in places like northern Ontario and certain parts of the Yukon and Alaska, a method particularly demonstrated by Soviet winter freighting on the great rivers that flow through Asia in our direction somewhat as the Mackenzie and Yukon flow through North America in the direction of Asia.

True, it requires a 400-mile super highway (through the low pass from just northwest of the Norman oil field on the Mackenzie to the Yukon near Eagle) to tie our rivers into one system; but that is not a difficult or costly project, from the point of view of modern engineering, for we are not forced to contend there with such natural difficulties as required the expenditure of so much money, time and strategic materials in the case of the Alaska military road.

The purpose of this short statement is not to call attention to the Mackenzie River plans of the late 19th century and the early 20th, as such, but remind Edmonton of the pioneers who devoted their lives to the preaching of this gospel. In their lifetime we should not neglect men like Jim Cornwall. When they are gone, we should erect monuments, of the spirit and of stone, to men like Frank Oliver, whose spirit is still with us.

The water route for Canol Project supplies was supplemented by an air freight service supplied by the U.S. Army Air Force Transport Command from Edmonton.

Capable "Refugee"



Miss Gertrude Seidel, secretary to Maj. Walter H. Parsons, Jr., area engineer at Whitehorse, who could not speak a word of English when she reached Canada from Sudetenland in 1939. Forced to flee the Nazi terror, Miss Seidel came with her parents to the Pouce Coupe district with other refugees. After a course at Alberta College in Edmonton and other studies she took a position with the U.S.E.D., and went to Whitehorse. Highly capable, Miss Seidel regrets that her lack of complete Canadian citizenship prevents her from joining the C.W.A.C. or other branches of service with the Canadian forces. She has a lot to pay back to the Nazis.

EDMONTON'S WATCH HEADQUARTERS



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All famous names which stand for dependability, beauty and precision—and you'll be thrilled with the many styles and varied price range. We have pretty watches to please a lady — handsome watches for a man — and serviceable watches with the features that those men and women in the services need.

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SERVING THE PUBLIC FOR ALMOST 35 YEARS NOW
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SINCE 1937
Faithful service has built our reputation. For nearly seven years now we have given consistent service to residents of Edmonton and district and sold the finest in Electrical Appliances.
When VICTORY Comes . . .
We will be ready once more to sell and service the world's finest Electrical Appliances . . .
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"Building a Service to Serve You Better"

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10166 102 Street Phone 26421

Huge Shipments for Canol Project Went North by Water

50,000 Tons Moved Down Great Mackenzie System During Summer of 1943

By A. M. "MATT" BERRY, O.B.E.

When the Canol project was launched in such a hurry in 1942 the transporting of men, equipment and supplies down the 1,184 miles of inland waters from the railhead at Waterways to Camp Canol in the Norman area presented one of the major problems of the undertaking.

Existing facilities were quite inadequate to care for the tremendous increase in tonnage and also handle the normal business in the area.

As originally planned the project was to be completed in one year so it did not seem advisable for operating transportation companies to build additional equipment at that time sufficient to handle the enormous tonnage as there was no prospect of such equipment being needed in the country on completion of the project.

ARMY BRINGS BOATS

To meet the emergency, the officer in charge of the project at that time, decided to assemble his own fleet of boats and barges and commenced by bringing in a large number of army pontoons and utility boats and a little later five steel tugs from districts in the U.S.A.

At the same time, the general contractors, Bechtel, Price and Callahan were commissioned to assemble a fleet of boats and build at Waterways 74 barges for river work.

Soon the "prairie" at Waterways was a hive of activity where all available carpenters were busy day and night getting boats and barges ready for the water. As soon as the boats and barges were launched they went into service hauling freight to Fort Fitzgerald. The first freighting was done with the army pontoons which were put together in rafts of 12 or more, pushed by two utility boats.

In this way a surprisingly large amount of tonnage went down to Fitzgerald. These pontoons were followed by boats and barges as fast as they were launched. Most of the latter were portaged across to Fort Smith and went into service shuttling down to Canol Camp.

During the entire season the Hudson's Bay Co., Northern Transportation Co., and all other common carriers, handled every pound they could possibly shove, pressing into service equipment that had been idle for years. These companies made a major contribution to the success of the project.

For 1943 the U.S. Army had a much enlarged program and during the winter had constructed 10 steel towboats to be shipped to Waterways in sections where they were welded together. Bechtel, Price and Callahan were busy on construction of 54 barges for lake and river work.

Seven of the towboats, each powered with two 400 h.p. diesels, were designed for the run from Fort Smith to Canol Camp.

Three others, with 135 h.p. engines were put on the run between Waterways and Fort Fitzgerald on the Athabasca River.

To consolidate the whole operation of water transportation, a new company, Marine Operators, was given a contract to operate the combined fleet of new equipment.

By early in April a swarm of experienced transportation and river men were busy at Waterways preparing for the season's great task. It was not an easy job as all the new equipment had to be launched and outfitted for service. All old shipping had to be reconditioned and launched, docks were built, yards constructed for thousands of tons of freight, and a thousand and one jobs that had to be done.

HUGE TONNAGE

It was estimated there would be approximately 50,000 tons moving north from Waterways, 4,000 from Fort Smith, 4,000 from Riodella, 2,000 from Hay River, 900 from Sand Island, 10,000 from Mills Lake, 2,500 from Fort Simpson and 1,800 from Old Fort.

In addition to the water transportation, Marine Operators contracted to do all of the portaging of U.S. Army supplies and equipment between Fitzgerald and Fort Smith. In addition to moving enormous tonnages of freight this meant taking over the seven big towboats and 54 large barges as well as returning a number of the smaller craft and barges which had been used on the lower river the previous year.

To handle the boats and barges they had constructed there was constructed in the U.S.A. four

Marine History



A. M. "Matt" Berry, O.B.E., well-known north bush pilot and winner of the McKee aviation trophy, who proved he is also tops as a marine operator by assisting to supervise the vast movement of supplies and equipment north over the Mackenzie water system for the Canol project.

heavy trailers each of 30 tons capacity, splendid equipment which made it possible to average on boat or barge per day.

Aside from the boats and barges the portage crews transported as high as 900 tons per day while maintaining the roads in A1 condition all season.

NAVIGATION AIDS

To make safe the waters of the north rivers it was planned to buoy the entire route from Waterways to Canol and for this purpose 5,000 river buoys, three ocean type buoys for Great Slave Lake, three range lights and six marker lights were purchased and installed during the season and proved of great value to the captains and pilots unfamiliar with the route.

At points like Providence Rapids and Green Island, near Fort Simpson, marker buoys are a necessity and it is doubtful if the captains of the large towboats could have navigated without them. Even with the markers in place it was difficult enough and during the season six barges were sunk in the rapids although not a pound of freight was lost.

The new towboats proved to be very serviceable and their average load out of Fort Smith was 1,600 tons on six of the large new barges.

RECORD SHATTERED

The maximum load for the season and an all-time record on the Mackenzie was 2,200 tons on eight barges. This trip was made late in

the season when the water was low and stands out as a conspicuous achievement since it was only the fourth time the captain of the boat had been on the river and with the heavy tow he made a record run. There were many minor mishaps such as grounding barges and punctured holes in bottoms but loss or damage to freight was very small.

One outstanding salvage job was done at McGern Island, below Fort Simpson where two barges were completely wrecked by a large submerged rock.

The first barge, loaded with 100 tons of pipe and 19 refrigerators, filled with fresh meat, had her bottom torn open and sank in 12 feet of water below the rock.

The second barge, loaded with heavy equipment, cranes, bulldozers, trucks, etc., remained suspended on the rock with her back broken and both ends under water.

A salvage expedition was dispatched from Canol and the two loads were transferred to other barges with the loss of only five tons of meat. The broken barge still clings to the rock as a reminder to all pilots to keep away from the point.

HUGE SUCCESS

Due to such minor delays not all freight reached its destination but the season was considered a great success as nearly 50,000 tons were

Helped Project



M. L. "Mickey" Ryan, veteran north transportation expert, whose assistance on the Canol project has won recognition from U.S. officials. Ryan Brothers, of which "Mickey" is a partner, have been engaged for many years in portaging between Fort Smith and Fort Fitzgerald.

delivered to Canol and Norman oil wells.

More than 29,000 tons more than

was estimated were shipped out of Waterways and approximately 5,000 tons remained at Fort Smith at the close of the season.

As in 1942, the old established companies, such as Hudson's Bay Co. Ltd., Northern Transportation Co., Yellowknife Transport Co., Slave Lake Transport Co., and others, made a great contribution to the project and kept operating until the ice was flowing.

The last load of freight arrived at Canol on Oct. 22, 1943 and fortunately the weather remained open for a few days longer so that all unloading was accomplished before ice formed in the river.

The major portions of the

equipment on the lower river was pulled out at Canol camp where Bechtel, Price and Callahan had constructed an immense shipyard, one set of ways being 1,400 feet long.

In all, over 80 pieces of equipment were pulled out at Canol camp, the last piece on Oct. 20 in a blinding snowstorm and temperatures around the zero mark.

A great feat of water transportation was successful completed. The crews working from the east and west on the Canol Project met in MacMillan Pass on the Continental divide deep in the Mackenzie mountain range in the heart of virtually unexplored country.

Oil From Norman Will Keep Flowing At 40 Below Zero

The Norman oil is of such consistency that it will flow at temperatures below 40 degrees and the pipeline was laid on top of the ground to eliminate the installation of expansion joints and also to prevent breakage in the line caused by "frost heave." Pumping station crews tested the line and on August 16, 1944, the first crude arrived at the refinery at Whitehouse. On April 30 the actual operation of the refinery started.

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More Comfort For Ferry Pilots

Comfort de-luxe is the word for two new transports making daily-scheduled flights between Fairbanks and Great Falls.

Comfortable leather-upholstered seats have been installed in a C-53 and a C-47 and passengers can thoroughly relax on long trips up and down the line. No short-haul

passengers are carried and only a few landings are made between the take-off and the destination.

The primary purpose is to enable ferry pilots to ward off travel fatigue. These pilots were particularly considered since they frequently travel by transport for long stretches.

Formerly the ships had been lined with bucket seats. Although the metal benches provided seating capacity for 28 passengers, that number could seldom travel in one flight because of weight limita-

tions. With the new upholstered seats the capacity is 20, plus one flight clerk. Hence, actually little or no passenger space is lost, according to Lt.-Col. Donald MacDonald, Assistant Chief of Staff, Priorities and Traffic.

Something new has been added

The original portage at Fort Smith was practically a trail and had to be enlarged so that 300-ton barges placed on trailers could be hauled by tractors around the rapids in the river.

High-Octane Plane Fuel Now Made at Whitehorse Has Fairy Tale Background

By CARL C. WILCOX

Project Manager of J. Gordon Turnbull, Sverdrup and Parcel and Head of Department of Mechanical Engineering, Notre Dame University

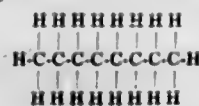
If your wife told you the exact weight of all the ingredients that are required to make a cake and you combined them in exactly that proportion, you still might wind up with a sorry looking thing that would not be fit to eat. While the right proportion of ingredients is essential, we see that something else is needed to secure the desired results and that something is the manner of combining these ingredients, the order in which they are added, the thoroughness of mixing, the temperature to which they are subjected, the duration of process, etc.

So it is with gasoline, the ingredients being carbon and hydrogen and of which there are many isomers. Now, isomer is a word used by chemists to denote a compound having exactly the same composition as another but differing from it in essential characteristics.

If we take a drop of gasoline and divide it into many thousands of parts and continue to divide it, we finally come to the point where we have a microscopic particle so small that if we subdivide it again we no longer have gasoline but get 26 elemental particles of matter called atoms—8 of them being carbon and 18 being hydrogen. These

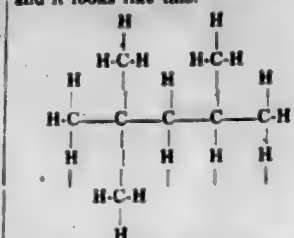
atoms are finicky little things with their likes and dislikes and they refuse to combine except in certain ways although there are a number of ways called isomers in which they combine, each having distinctive characteristics particularly as to method of burning in an engine cylinder although the chemical formula for each is C₈H₁₈.

One of the ways these little atoms of carbon and hydrogen will agree to combine is in a dance step like this and they call it the "normal-octane".



It is a long chain-like group and in an engine cylinder will catch fire readily and burn fast—in fact, too fast.

There is another sort of dance figure the refinery people have taught their little performers to do, and it looks like this:



Being huddled closer together, they appear to catch fire less easily and burn more slowly, and they call this figure the "iso-octane" or—get ready for a big one—"two two four tri-methyl pentane".

Now the first one of the arrangements mentioned above would "knock" badly in an engine and the latter probably not at all although both have exactly the same composition as you can easily verify by counting the number of atoms in each figure, called a molecule. No matter what the composition of the gasoline is (i.e. the number of carbon and hydrogen atoms in a molecule) we find in general that the long skinny ones like "normal octane" above knock or detonate badly in an engine, but the nice round fat ones like the "iso-octane" knock but little or not at all.

MEASURING KNOCK

Now how do we measure "knock"? First, we select a stand-

ardized engine built specially for this purpose in which the knock with any sample of gasoline can be observed, and this observation is made on the sample to be tested. Now the gasoline that knocks—the worst of any known is called "normal-heptane" and has a long skinny molecule like "normal-octane," and the one used as a standard for zero knock is the "iso-octane" above. If we mix these in different proportions we can produce a gasoline with any knock value desired, and when the mixture produces the same knock in our standard engine that the test sample showed then the percent of iso-octane in the blended mixture is taken as the so-called "octane" number of the sample in question. In other words, 70 octane-gasoline is one that has the same "knock" as one composed of 70 per cent iso-octane and 30 per cent heptane (iso-octane having a rating of "100 octane" and heptane a rating of "0 octane").

HIGH EFFICIENCY

To insure minimum weight of engine per horse power, airplane engines must have high efficiency. To have high efficiency, they must have a high compression, and to have high compression without knock and consequent heating of the engine, they must either use a gasoline in which the carbon and hydrogen atoms are huddled up close together as in the high octane gasoline described above, or one to which has been added a combustion retarder in the form of an anti-knock compound. Probably the best known of such compounds is tetra-ethyl lead which is added to produce the so-called "ethyl" gasoline. We see then that in addition to our ability to reduce "knock" or "detonation" by the control of molecular structure in the manufacture of gasoline, we may also assist by the addition of anti-knock compounds.

These compounds tend to slow up the burning process in the engine cylinder much the same as control of molecular arrangement. If the octane rating is brought up to 90 or thereabouts by one or both methods, the fuel is suitable for airplane use and is termed "aviation gasoline" although higher octane ratings are desirable particularly at take off and at low altitudes. Strangely enough the "knock" of a given gasoline lessens as altitude is gained so that low octane gas might be satisfactory at high altitudes.

Crude Oil Expert



Capt. Lawrence P. Spencer, officer in charge of crude oil line construction between Whitehorse and Norman, and consulting engineer and geologist with the U.S. Army. He is from Elmira, New York.

The interdependence of compression ratio, engine efficiency and octane rating and the laborious research that led up to our present knowledge of the subject is a story far more exciting than fiction.

INTERESTING RESEARCH

This story involves the most interesting mathematical deductions, mechanical ingenuity and endless experimental work by the chemical engineer, any one of which is most enjoyable reading even to the non-technical. High octane airplane gasoline is now being made from Norman Wells crude oil at Whitehorse.

So if instead of asking for 93 octane gasoline at the filling station (if you have the coupons) you wish to be very precise, just say "I want five gallons of petroleum motor fuel that will operate in a high compression engine with no more knock than a blend of 93 per cent two-two-four-tri-methyl pentane and 7 per cent of normal heptane," and you will either get what you want or a dirty look—probably the latter.



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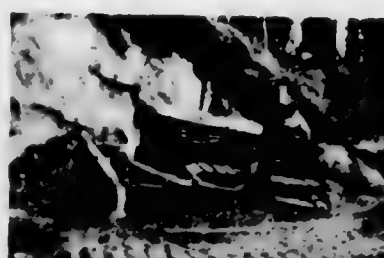
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Great North Projects Symbolize Canada-U.S. Unity

Good-Will Made Possible Great Projects

By Colonel F. S. Strong, Commanding Officer, Northwest Service Command

It is gratifying, at the completion of programs of such vast magnitude as the Alaska Highway and the Canol Project, to look upon the work with affection, both at its success and the good will between our peoples which it has symbolized and cemented. We can do this cheerfully. Throughout the period of construction, Canadians and Americans of the United States worked side by side, with friendliest feelings and the results. Canadian contractors engaged upon the highland did an excellent job.

About the assistance of Canadian civilian employees the Canol might have been delayed. Transportation facilities such as those of the railroad and the Hudson's Bay and Northern Transportation boats on the Mackenzie River route were made available.

WARM MEMORIES

Residents of Edmonton and other cities affected by the war in the northwest have gone their way to make United States and Canadians alike. Throughout the years the men and women who came from the south to assist in our task will retain warm memories of the days spent in Canada.

Of all, the job is accomplished. Freight moves over the Highway to sustain the air of the Northwest Staging. Oil is being produced at Wells and a pipeline carries it to the refinery at Whitecourt. The first steps toward a partial independence in the Northwest in regard to that vital element of war have been taken.

We are glad to say that it was not an American achievement, nor a Canadian achievement; it was a result of combined effort. Better than that, it was a selfish accomplishment but for a common cause. May that cause prosper!

Aviation History Made in North

A new chapter in aviation history was written last year by a Northwest Staging crew which flew an Douglas C-47 into the northeast, and north, removed a sick weather Bureau observer, furnished desperately-needed supplies and equipment to two remote weather stations, and circled and explored the territory around the Magnetic North Pole.

Last fortnight, members of the crew received air medals for their perilous mission, which was made for the Air Transport Command. Details of the trip, which left Presque Isle, Me., on March 26, 1943, and which covered nearly 10,000 miles, have been made available.

Gen. Brehon Somervell Voices Deep Gratitude For Aid of Canadians

Throughout history supply has been the No. 1 problem of every army. The first global war in all history, with heavy emphasis placed on mechanization, has made supply of forces in the field of even greater importance.

Supply routes are the arteries and blood vessels of the national body at war.

The Edmonton Bulletin is pleased to present the following brief statement by the man who carries the main burden of responsibility for supplying the armed forces of the United States on the many flaming battle fronts of this global war.

It was Lieutenant-General Brehon Somervell, Commanding General of the Army Service Forces of the U.S. Army, who moved with speed to have the Alaska military highway and the Canol pipeline constructed in order that Allied troops defending the northwest of this continent would be assured of supply even if the enemy succeeded in cutting vital ocean life lines.

It is with pleasure, therefore, that The Bulletin presents a statement, written exclusively for this newspaper, by General Somervell.

By LT-GEN. BREHON SOMERVELL
Commanding General, United States Army Service Forces

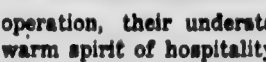
The Alaska Highway and the Canol pipeline are proof of what two great peoples can accomplish when they join their efforts in a common cause. They are symbols of the unity that prevails between the Dominion of Canada and the United States of America.

Faced by a common danger, spurred on by a common ideal, we rolled up our sleeves and together accomplished what doubters and timid men had called impossible. The highway and the pipeline projects, started as measures of mutual defence, will remain after the war to remind us how, in our time of peril, we stood together. For the American Army, for our Engineers, for our soldiers and civilians who worked with you and came to know you as neighbors, I want to express our deepest gratitude to the Canadian officials and the Canadian people for their co-operation, their understanding, their kindness and their warm spirit of hospitality.

Venturing into regions seldom travelled by any means of transportation except the dog team and an occasional boat—and never by airplane—the crew not only accomplished its mission (in 66 hours flying time in 13 days) but gathered valuable data for future flights into Arctic lands.

Slang is a conventional tongue with many dialects which are as a rule unintelligible to outsiders.

LT-GEN. SOMERVELL



Northern Works Brought Nations Close Together

Continued From Page Two

There is no difference between the peoples of the two countries, I believe that the people of Canada and the United States are different. It is my opinion that Canada and the United States have been able to complete together successfully such great tasks as the Canol Project and the Alaska Highway not because we are alike, but because we believe in the democratic way of life. I do not like to think of Canadians and Americans being alike, and I do not like to hear that our boundary line does not mean just what the word boundary implies.



ALMA L. SMALL

It pleases me to think of us as two friendly nations that are able to work together successfully, realizing a greater benefit to both because of a co-operative spirit and tolerant attitude. To me, the United States and Canada stand as an example to be followed by other nations who do not believe it possible to work peacefully without becoming one nation.

The difference lies not in our food, clothing, or shelter, but in certain little thoughts, ideas, and ways that make up the nation as a whole. The basis of our internationalism is not being alike but co-operating for the good of both.

THOUGHT HER CANADIAN

While working for Canada and the United States at the same time I was many times thought to be Canadian by citizens of both nations.

Heads Command



Col. F. S. Strong, commanding officer of the Northwest Service Command, who praises the good-will between Canadians and Americans that made possible the completion of vast projects in the Northwest on a schedule.

This was a decided advantage because I was able to observe the true feeling of the people with whom I came in contact.

Never during the time I served as an international secretary did I hear one word of adverse criticism from the public in regard to the Canadian-American control that was being exercised. While many times it was necessary to refuse an applicant permission to travel, the decision of the joint board was always respected and cheerfully accepted. The people of our countries realize that our governments are working together for our own good and are willing to accept joint decisions without question.

It is also gratifying to be able to say that not only do our people co-operate with our governments, but our governments are working together in much the same manner. They are not competing—they are co-operating.

I am proud to be an American but I always experience a great feeling of pride for both countries when asked, "Are you Canadian or American?" for that is the greatest expression of neighborliness I can think of enough of a difference noticed to make that question possible, and yet not enough of a difference to tell which way the difference lies.

The United States and Canada seem like mother and sister to me—the relationship is different in that neither one can take the place of the other—and there is a mighty warm spot in my heart for both.

Life Is Simple For Inhabitants Little Diomed

Father Tom Cunningham, who has devoted his life to converting illiterate natives to Christianity, gave an informal talk recently at Fairbanks in which he described some of his experiences while employed at his work.

Father Cunningham has spent the past 10 years on Little Diomed Island, at the international boundary between Alaska and the U.S.

It is reputedly the coldest spot on the face of the globe. He explained that the natives there live by hunting polar bears, seals and whales, and live quite happily and peacefully without aid from the outside world.

LAW IS SIMPLE

Families of eight and 10 live together in a one-room affair dug out of rock. They marry without love, marriages being purely for economic purposes. The elders make and enforce the law. Banishment from the tribe is the punishment for stealing or having illicit relations, normally the only two crimes committed.

The men of the tribe hunt each day, if it is possible for them to go out. It takes an average of three seals a week for a family to live comfortably. They have no language, only folk songs handed down from generation to generation.

Father Cunningham has been doing excellent religious work at this far-distant village.

Crude oil pumped through the recently completed pipeline from Nowman Wells, North-West Territories, site of the oil field, arrived at the Whitehorse plant on April 18, 1944. After reserve stock was built up and the actual testing of the refinery process completed, the first refined products started flowing into the storage tanks April 30, 1944.

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ON this occasion it affords us much pleasure to salute the men of Canada and the United States who brought the great northern defence projects to a successful conclusion.

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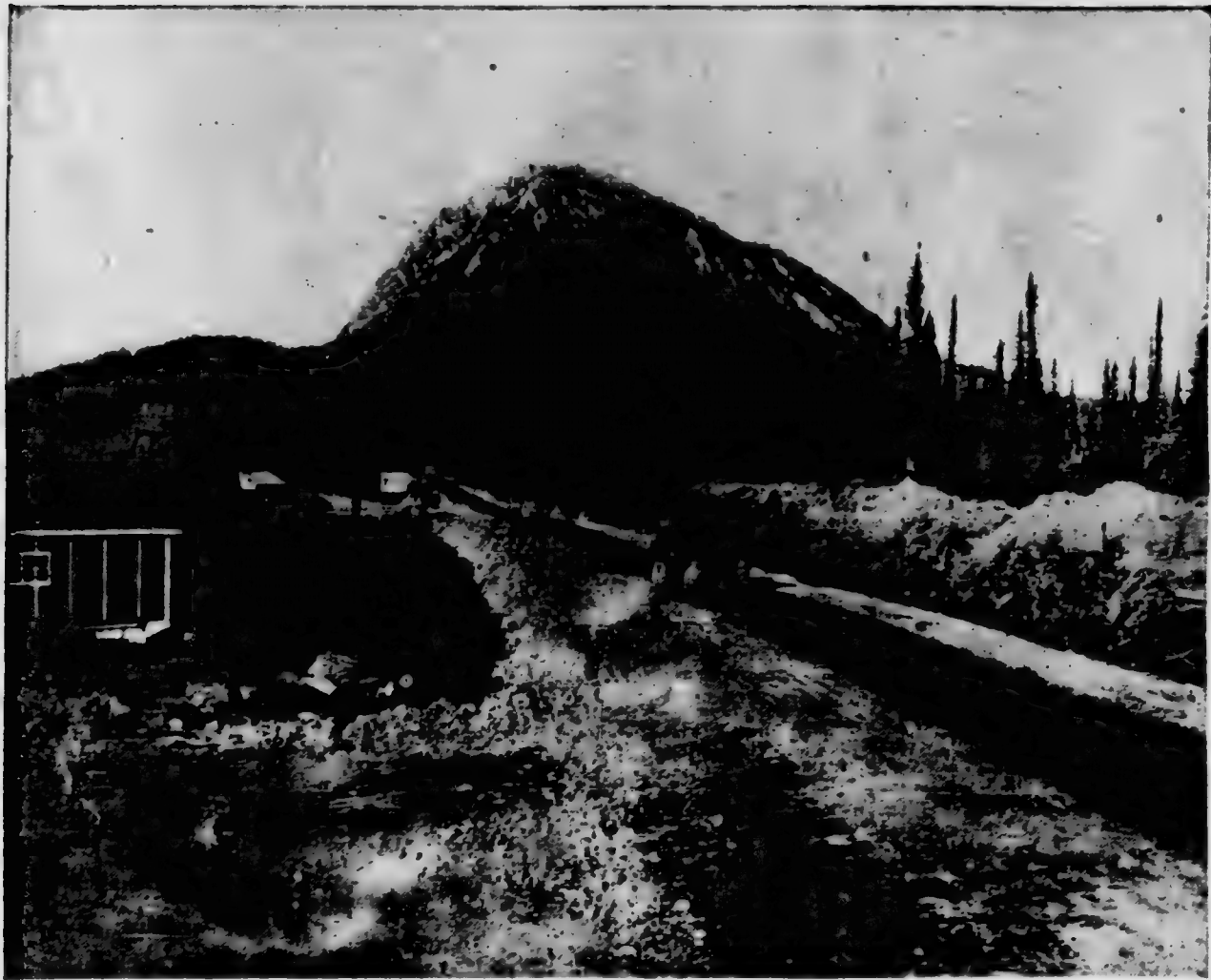
New Vistas of Scenic Grandeur Revealed Through Huge War Projects



The Canol pipeline road winds through timbered country, although the road is just slightly more than 100 miles below the Arctic Circle in many places.



Pleasant, wooded countryside, hills and valleys, unknown to the white man just two short years ago have been opened by the Canol pipeline. Above is a typical summer scene along the route of the Canol pipeline.



A majestic mountain forms a rich scenic background for a truck relay station along the Canol pipeline road somewhere in the great Canadian Northwest. Trucks roll through country known only to the Indians a short time ago.



The Canol pipeline road heads toward a mountain range up near the Arctic Circle. Some of these pictures were taken at midnight. Some tall timber is found even 1,400 miles north of Edmonton.



A scene on the mighty Mackenzie River is pictured above. A power boat is "nudging a number of heavily-loaded barges into the dock at a northern point. About 50,000 tons of freight for the Canol project went north by water.



Welding the pipe on the Canol system crude line kept many crews busy during the height of construction. A chugging tractor provides power for the welders while the work goes on. The new telephone line can be seen at the right.

—Photos by Northwest Service Command, U.S. Army.

C. D. Howe Says: Firm Spent Heavily On Norman Development

Answering questions by members in the Canadian House of Commons recently, Hon. C. D. Howe, minister of munitions supply, outlined the history of the Norman oil field, stating that Imperial Oil Limited spent large sums of its own capital on initial exploration and development and has received subsidies from the government or any other source.

T. A. Greer, minister of land resources, also replied to questions concerning the great oil field in the Canadian west.

FIELD'S HISTORY
Development of the field, ago, by Imperial Oil and later increased scope of work at Norman as a war effort, was followed by Mr. Greer's statement that Imperial Oil had been said about the development of the field but that the committee that was set up to study the field was financed by that company. They were not financed by anybody but as a Canadian corporation.

"What is the Canadian interest in the development?" Canada is a beggar for oil. We are knocking at every door on the American hemisphere to get petroleum today. "In normal times we produce about 17 per cent of the petroleum that Canada is using."

"We formerly got our petroleum largely from United States sources, partly from the Caribbean area. We find that certain sources previously open to Canada are being depleted or over-loaded to an extent that they are no longer available. We must go farther and farther afield. Formerly British Columbia was supplied entirely from California."

Mr. Howe concluded, "Now the Norman oil fields supply aviation gasoline and other fuels to Allied forces waging war in the Northwest Pacific and the oil in the sub-Arctic Canadian Northwest is vital to the grand strategy of this first global war in history."

Vice-President Shows Interest In Air Routes

Flying through the Alaskan Wing recently, on his way from Washington, D.C., to Chungking, China, Vice-President Henry A. Wallace indicated he was favorably impressed with the manner in which the Air Transport Command was meeting its present responsibilities and with the manner in which it was going about making preparation for its responsibilities in the future.

Stepping off the plane at Edmonton, wearing no hat, a dark grey business suit, and with a khaki musette bag slung over his shoulder, he was met by Brig. Gen. Dale V. Gaffney. The former Secretary of Agriculture spent the night at Gen. Gaffney's home and was particularly interested in the General's victory garden.

SHOWS INTEREST
Mr. Wallace took off from Edmonton the following morning for Fairbanks, where he and his party spent the afternoon and evening at the residence of Col. Russell Kellor and staff. Spending part of the day at the University of Alaska, he was particularly interested in the University's agricultural research on its experimental farm.

When the Vice-President left Fairbanks, he expressed his confidence in the ability of Alaska to co-ordinate its expanding economy with the economy in the United States on the basis of mutual advantage.

The ATC plane in which the Vice-President made his trip to China was piloted by Col. Richard Kight, who has flown dignitaries to many parts of the world. There were 11 persons on board, including a crew of seven. The plane itself has quite a history. It transported Gen. George Marshall on some of his trips to far flung war fronts and it carried officials to the Casa Blanca and Teheran conferences.

Winter "Highway"
1,000 Miles Long
Built in the North

During the winter of 1942-43, on the Canol construction, a 1,000-mile winter road was pushed through by bulldozers so that tractor trains could follow immediately behind them. Access winter roads also were built into this main line for transportation of other materials that had been caught at various points along the Mackenzie River water route by the early freeze-up in the fall of 1942.

It is estimated that more than 27,500,000 homes in the United States are supplied with radios.

Pioneering Recalled Edmonton Bridgehead City Says Premier of Quebec

By ADELARD GODBOUT
Premier of Quebec

I am very happy indeed to greet the people of the Province of Alberta and the City of Edmonton through the medium of the "Good Neighbor" edition of The Edmonton Bulletin.

Your edition will commemorate the remarkably successful and speedy completion of the inter-related system of defense in the Canadian North-West and Alaska, planned and built by Canadians and Americans in an unprecedented co-operative enterprise. Your strategically placed capital is what might be called the southern bridgehead of the communications for collective defense; the Alaska Highway and the network of air and pipe lines. Few have hitherto thought of Edmonton as a "southern" point; but, with the unfolding and expansion of Canada's last frontier on the north and the measures taken to defend it, your city has assumed a new significance.

RECALLS FOUNDING DATE

I was interested to recall that 1908 is Edmonton's foundation date, exactly two centuries after Champlain built the first settlement at Quebec. Your city was incorporated only 40 years ago. You are very young; we are a combination of old and new.

Your province and mine are widely separated by geography but we are bound together, as are all the sister-provinces, by our supreme devotion to Canada in war and peace, our ties with Britain, our friendship with the United States, our democratic institutions and our unshakable confidence in the future of our country.

Now Alberta and Quebec are actually brought to within a few hours of each other by air transport. We shall reap the mutual benefits of accelerated travel when peace is resumed. Our personal contacts will multiply, ripening into comradeship.

HAD GREAT VISION

We in the overwhelmingly French-speaking but bilingual Province of Quebec, dedicating, like you, all our human and material resources to achieving victory, like to remember occasionally that early Canadian explorers of our language, such as La Verendrye, who saw the foothills of the Rockies, had a mighty vision of the future of the western provinces. Much later pioneers from Quebec were among your first settlers. We follow your progress with deep interest and respect. We look to our own great north and anticipate a post-war development there which we hope will bear some resemblance to yours in vigor and rapidity of achievement.

Quebec Leader



Premier Adélard Godbout of Quebec, who salutes the defense works in the Northwest through a special message to readers of The Edmonton Bulletin.

What our two provinces are doing to defend Canada on the banks of the St. Lawrence, in the north-west or abroad, is the best guarantee and preparation for the future.

On this occasion I extend cordial greetings to the people of Alberta and Edmonton on behalf of the Province of Quebec and in my own name. The coming of peace will surely bring new prosperity and successes to you, and additional fields of endeavor in the complex pattern of modern life in Canada.

Permettez-moi également de saluer les résidents de langue française de l'Alberta, descendants des pionniers courageux et larges d'esprit, les assurants de notre amitié fidèle et de notre admiration.

The projects grouped under the name Canol, short for Canadian Oil, in addition to the construction of the refinery at Whitehorse, included the development of oil fields near Norman Wells on the Mackenzie River in the Canadian North-West Territories, the construction of a road and pipeline from the field to the refinery, 505 miles, and a 1,500-mile network of pipelines for distribution of the refined products.

Air Freighting Now Equalling Road Tonnage

The 6000-mile "hump air line" into China is freighting as much gasoline, bombs, and fighting materials across the mountains by four-engined transports as ever passed over the old Burma road at its peak, it can now be revealed.

For a year correspondents in India were not allowed to mention the operations "over the hump" for fear publicity would provoke a Japanese attempt to smash the route, but there no longer is much fear of that.

It is still a hazardous undertaking. Occasionally the Japanese knock down a few transports or a plane gives way from the strain of flying heavy loads at high altitudes and goes plunging into the jungle. But natives have developed such an efficient rescue service that crews forced to bail out over Burma have better than a three to one chance of returning. In November 68 per cent were rescued.

STORY OF INITIATIVE

The ATC's development of the line in a year and a half is a story of initiative and efficiency. Regular night flying was inaugurated in mid-October, immediately increasing the daily work of each plane by a one-way trip. Deliveries, measured a year ago in hundreds of tons monthly, now run into thousands of tons.

The effort and the cost of the supplies that go to China is also of incredible and at the same time a measure of great importance.

"EXPENSIVE" GASOLINE

A.T.C. authorities estimate that one gallon of gasoline delivered into China costs at least \$30. About three plane loads of fuel must be carried across the hump to put one heavy bomber into the air for a single raid against distant Japanese targets. And for every gallon delivered into China, a transport uses more than a gallon—counting the return trip to India with a load of tungsten and other Chinese products.

Construction on the Canol refinery was started in the early summer of 1943 with Bechtel-Price Callahan as contractors and J. Gordon Turnbull and Avedrup and Parcel as architect engineers.

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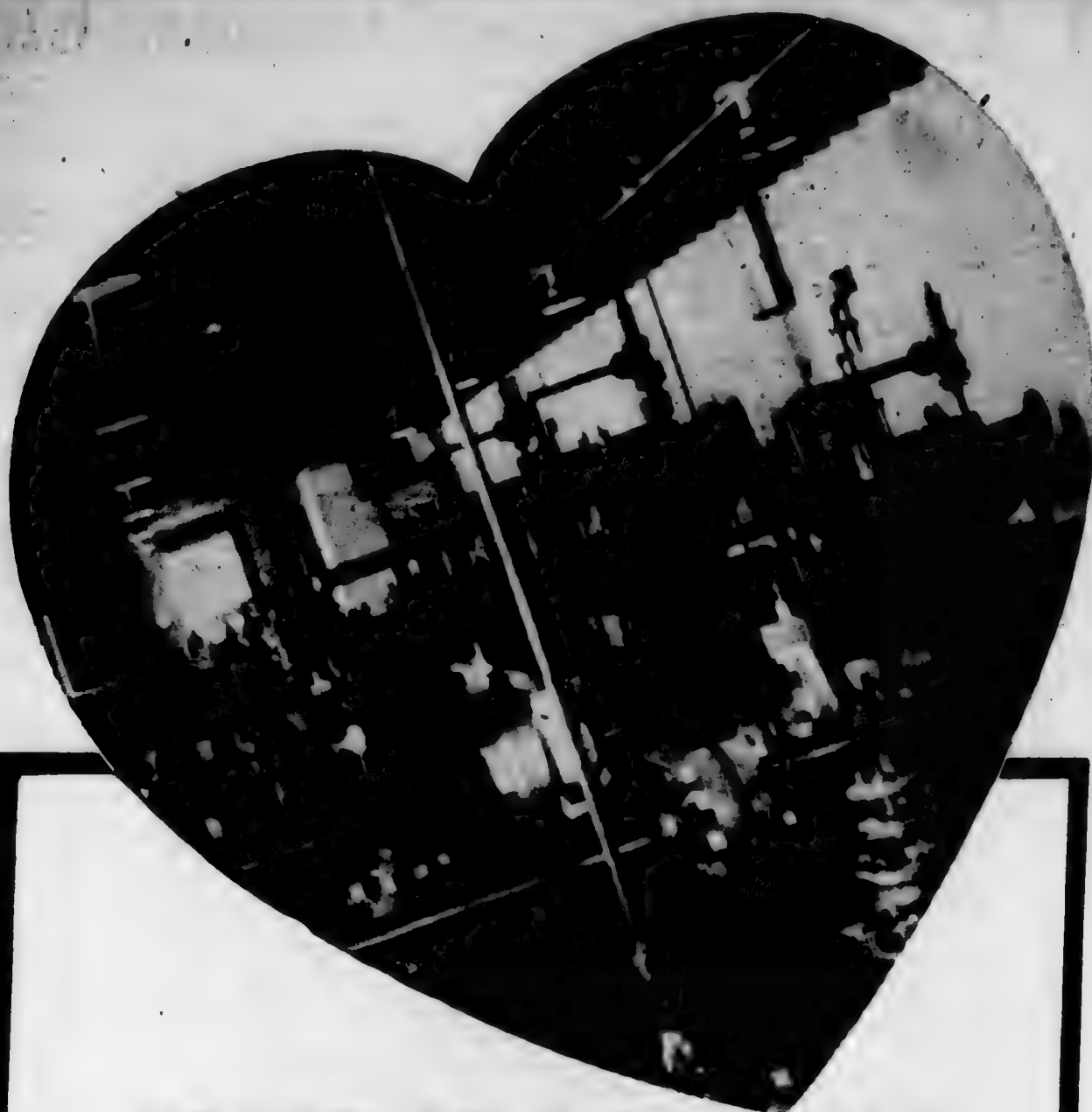
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ON THE OTHER SIDE OF THE PACIFIC two Marines find it necessary to camouflage the Columbian Bolted Steel Tank that is used as part of a water purification unit. (Courtesy U.S. Marine Photos)



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Win Battle of Logistics Against Japanese Enemy

By MAJ.-GEN. W. W. FOSTER, C.M.G., D.S.O., V.D.
Special Canadian Commissioner of Northwest Defence Projects

The transformation of the area known as northwest Canada, which includes the Yukon and the western part of the North West Territories, from a comparatively inaccessible and unknown land to its present condition, is one of the most spectacular developments connected with war projects. It is also unique as, unlike so much expenditure for war purposes, the provision of transportation facilities throughout this area, will be of permanent and continuing value.

The Canadian Northwest is now possessed of a fine system of airways, supplemented by a main highway from Fairbanks in Alaska; internal access roads; a telephone system; and a fuel supply developed from oil fields adjacent to the Mackenzie River with refineries at Norman Wells and Whitehorse. From the latter point a system of pipelines carried the

refined product to various airfields and other vital points where fuel is required.

BATTLE OF SUPPLY

The battle with Japan for possession of the strategic Northwest was one of logistics, i.e. the ability to move supply and personnel, and the present situation indicates how successfully the contest terminated. To appreciate the present and fu-

ture significance of these projects, it is only necessary to examine a globe, or a map drawn upon a polar projection, and it will be seen immediately that the Northwest corridor, owing to its geographical position, is the natural air travel connection between the continents of America and Asia.

In record time these assets have been made possible as a result of the common approach of the United States and Canada to the problem of defending the North American Continent, the understanding reached at Ogdensburg soon after the commencement of hostilities providing a firm basis upon which construction was carried out.

The skill displayed by engineers of the U.S. Army, and those under their command, has been the subject of much commendation and there is another feature destined to have far reaching effect—that is the goodwill existing at all times in the entire relationship between forces and citizens of the United States and Canada; the carrying out of all projects being a striking example of what can be accomplished by goodwill and understanding.

Four Planes at Once

Lt. John R. Boot, of Toledo, Ohio, fired a long machine gun burst at a German ME 109 while escorting heavy bombers to Verona in Italy. The Nazi plane's right wing flew off and struck another, both ships exploded. Boot returned to base expecting to be credited with two victories, but photos showed his long gun burst had knocked down two other enemy aircraft for a total of four.

Compact Gadget

Although weighing only eight pounds, a gadget combining a reservoir, an electric motor, a gear pump, a relief valve, and a pressure switch into one unit is offered by Pesco Products Co., Cleveland, a division of Borg-Warner. It is for actuation of hydraulically controlled wing flaps, landing wheel, etc., on big cargo and transport planes.

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Commissioner



Maj.-Gen. W. W. Foster, C.M.G., D.S.O., V.D., special Canadian commissioner for Northwest defence projects, who has a big job.

Narrow Gauge North Railway Has Vital Role

Continued from Page 4

way to the North Pole from the Equator, had been constructed crossing the rugged coastal range in a pass 3,000 feet in elevation.

NO GAS ENGINES

This feat stands out in sharper relief when we remember that the gasoline internal combustion engine was almost a laboratory curiosity. There was no such thing as a portable compressor or water pump. If a gasoline driven "Casey Jones" had suddenly overtaken a track gang they would have taken to the bush faster than a moose will today when a snorting locomotive invades his privacy. It would be some 17 years before the erroneously called (we know now) Great War would develop the germ of the present "cat", and longer than that before some one put a blade in front of it to make a bulldozer and then built the "Rube Goldberg" contraption we know as a carryall, tumble bug or turnapull.

The "machinery" used on building of the road consisted of hand picks and shovels, wheelbarrows, hay burners and scrapers, hand drills and hammers, and not until the road was practically completed did they even have an old time steam-driven shovel.

The men who made the stampede to the Klondike were by natural selection the finest of physical specimens and so were the men who built the White Pass and Yukon Route.

Little did they dream that 44 years later a great horde of just as effectively, though artificially, selected men, mostly young, would land at that same Skagway beach, by the hundreds and thousands, with great machines and with supplies, pipe, cement and many other things, and go roaring over the railway they of 40 years ago had built, to start in the centre and work east and west to meet at some point in the wilderness similar groups of young men who started from each end of the Alaskan Highway. Again speed was "of the essence", this time not for gain but to help assure that this country would not be over-run and taken by an enslaving enemy. How great a part in the decision of the enemy not to attempt to force his way east to the American continent may have been the effort of the American Army in these projects to deter an invasion, history may eventually disclose.

In any event, the many miles of highway, pipe and telegraph lines, and the refinery, all completed in the short space of exactly two years, are a tribute to the organization and engineering skill of the U.S. Army and the youth, brain, and brawn of young America enlisted in that Army or recruited into the contractors' forces. Climatic conditions are no different in this country than they were in the "Days of '98" and much of the work was done in the winters of '42-'43 and '43-'44 and in many ways the necessity of speed made it necessary to live sometimes under conditions no better than those lived under by the stampede and the builders of the railway.

While we are paying tribute we should include on the Canadian side the Royal Canadian Air Force, the Department of Transport and their contractors and men, and the United States Army Air Force and its contractors and men, for the speedy building and maintenance under the toughest conditions of the airfields which were of the most vital importance in the defensive and offensive operations.

Representing the owners and the employees of one of the links in this colossal chain of common effort, may I be pardoned if I point with pride, mixed with a proper proportion of humbleness, to the fact that for this transportation system, its railway handled in the two years under the auspices of the Army many times its gold rush peaks in both freight and passengers, and its steamer lines contributed substantially to the distribution that made construction and completion on time possible.

Reverting to the first paragraph of this article dealing with the routes into the Yukon, we now can add two more completed and practical routes: A first-class, modern air route with the latest in directional and weather forecasting appliances, and a first-class military highway. What place these new routes will take in the days after the war can only be conjectured now, but we in the White Pass and Yukon Route welcome them into the development of this country and are happy that we were able to contribute our share in their successful completion, and, we, like to think, in the ultimate defeat of the enemy.

Stainless Steel Cargo Aircraft

A cargo plane of welded stainless steel which, its manufacturers claim, will carry a 44 per cent useful load—four to six per cent more than any other plane in existence—has been put into full scale production by the Edward G. Budd Co., Philadelphia.

The plane, comparable in size to the Douglas DC-3, is fashioned from 54,000 pieces of stainless steel, welded together by the Budd Company's unique shot-welding technique. This differs from spot welding in that only 50 to 80 per cent of the metal on the inner surfaces of the two members being joined is liquefied at the time of electrical contact. The outer surfaces of the welded part never are exposed to chemical reaction.

The Budd Company argues that the spot weld, which causes 100 per cent fusion of the two metals being joined, renders the outer surfaces more susceptible to corrosion because they have undergone chemical change.

'Experts' Wagered 12 to 1 Canol Survey Impossible

Fuller Party Won Through After Long, Hard Struggle

"... Seek and ye shall find. Knock and it shall be opened unto you."

In a sense every intrepid explorer throughout history has acted this vital scriptural admonition. Exploration and pioneering are nature works justified by faith.

But unlocking the secrets of the unknown demands qualities of courage and determination that seldom gain deserved recognition.

That daring band of explorers who found the route for the great Canol pipeline—a mixed handful of whites and Indians—were made of the right stuff. They faced discouragement, hunger, sickness and bitter cold and did not once flinch. To them the willing spirit carried them even when the flesh weakened.

Guy Blanchet, Victoria, Kent L. Fuller, Marysville, Idaho, and Gerald Murphy of Edmonton, found the route through country never before traversed by the white man. Theirs is a thrilling story of a magnificent feat of pioneering.

This is the story of Kent L. Fuller, senior engineer in charge of location for the Canol pipeline route from Johnson's Crossing to the head of the Anihlil River, a total distance of about 510 miles, as told by an Edmonton Bulletin staff writer.—EDITOR.

Betting in Whitehorse, among "wilderness-wise" northwesterners in the cruel winter of 1942-43 was 12 to 1 against the successful completion of a survey for the Canol pipeline between Johnson's Crossing, on the Alaska Highway and Norman Wells in the Mackenzie River district.

As a matter of fact some of the local "wise guys" were wagering 5 to 1 the survey party that left Whitehorse in the fall of 1942, would never reach the west end of Quiet Lake, less than 50 miles from Johnson's Crossing.

THEY WERE FOOLED

Kent L. Fuller, shy, pleasant-mannered, former dog derby driver from Marysville, Idaho, who was senior engineer in charge of locating the Canol route for most of the distance, fooled the "wise guys."

And in confounding critics of the project, who were too numerous for mental comfort, Kent Fuller, along with Gerald "Jerry" Murphy of Edmonton second in command of the party, and a few other trusted whites and faithful Indians, wrote a truly glorious page in the ever-unfolding story of man against the rigors of nature.

About 15 whites and Indians made the first survey.

Despite the fact the Fuller party was repeatedly told the job was "impossible," and that serious shortages of food in the great wilderness stretches, forced the party to a diet of flour and water and muskrats, that horses had to be killed and fed to the sled dogs; that sickness ravaged the bodies of members of the party and intense cold as low as 78 below zero, added to the miseries of the group, the men fought on to victory.

ONE-YEAR JOB

The survey carried out by the Fuller party, with valuable assistance of intrepid northland bush pilots, required just slightly over one year to complete.

At one point of the long difficult survey, just when Fuller, Murphy, and the others, were sure they had the whole thing "beaten," officials higher up notified them the route for the pipeline was to be changed completely. It was to be laid by way of Mayo in the Yukon, hundreds of miles to the north.

"When I was informed of the change," said Fuller recently to an Edmonton Bulletin writer, "I was at first heartbroken."

"Then I started to get angry. I was finally so mad I told the higher-ups just what I thought. I stuck to my contention that we had the logical, most feasible route for the pipeline. I made my story stick and finally convinced them. We continued our survey."

JERRY MURPHY PRAISED

"Jerry" Murphy of Edmonton won high praise from Kent Fuller. A veteran northerner, well known in Edmonton, Murphy carried the spearhead for the party on many occasions.

"I don't know what I would have done without Jerry Murphy," Fuller said recently. "Jerry knows the north and how to get around all conditions. It was the first time I had ever carried out a survey in the sub-Arctic. Murphy displayed wonderful courage at all times and was at his best when spirits of the party were at the lowest ebb."

"Whenever some one talked of quitting, Murphy would remind us all that if the soldiers at the front ever quit we would lose the war. That always worked because we knew Jerry had served on the western front in the last Great War."

REMOVED CLOTHING

"Every night the Indians made us take off every stitch of clothing in front of the fire. Our clothing would often be damp with perspiration caused by the heat of our bodies."

"We would hang these damp clothes on limbs of trees and the moisture in the garments would freeze in a hurry. All we had to do then was to shake them out, the moisture being in the form of dry frost that simply fell out of the clothing. Despite the fact it was more than 75 degrees below zero at times none of us ever really suffered from the cold," Fuller declared.

HERE IN 1942

Kent Fuller came to Edmonton first in August of 1942. He has been a survey engineer for 11 years and is still only 34 years of age. He worked at location for such great engineering jobs as Cascade mountains on Olympic Peninsula, State of Washington, and at Boulder Dam.

"Without a doubt Canol was the toughest job I ever tackled," youthful Engineer Fuller declared.

Transport of supplies, men and equipment through uncharted country and the difficulty of holding men on the job made Canol really tough, Fuller said. "Jerry Murphy and Bob Wiley, both of Edmonton, were two who stuck it out to the end and I'll be grateful forever to them," he said.

Before the Fuller party set out from Whitehorse in the fall of 1942, some preliminary aerial reconnaissance had been made by Guy Blanchet of Victoria, chief of all surveys. Col. Theodore Wyman, Jr.,

Hard Survey



Kent L. Fuller, senior engineer in charge of location for the main Canol pipeline, who led a party northeast from Johnson's Crossing during the terrible winter of 1942-43.

divisional engineer for the U.S.E.D. at that time, and H. H. Hall, chief engineer for Standard Oil Co. Ltd. of California.

Later a group of surveyors from the United States had been hired to make the survey.

This party set out from Canol with another group starting from Whitehorse.

DECLARED IMPOSSIBLE

The Whitehorse party made their way 45 miles from Johnson's Crossing and then returned to report: "It

is impossible to build a road or a pipeline through this country."

The Canol party returned after a few weeks on the trail, reporting "It's impossible, the job can't be done."

Then the firm of J. Gordon Turnbull, Sverdrup and Parcel, architect engineers for the Canol project, engaged Kent Fuller. It was the latter's first visit to Canada.

The firm had heard of Fuller's exploits in dog derbies in the western States.

Guy Atkins was project manager for the Turnbull firm at that time. Site for the refinery and oil tank farms at Whitehorse was the first job of Fuller and his small party arrived in the north.

Robert Fuller, a cousin of Kent, also went north and assisted the latter in the earlier stages of the project exploration work.

The appropriation for the Canol project was made in June of 1942, by the United States war department.

Jerry Murphy and Bob Wiley flew to Quiet Lake and also on to Ross River Post, 95 miles further on toward Norman Wells.

At this stage another well-known Edmontonian and northerner, Lt. Col. James A. Cornwall, came into the picture and he covered himself with glory.

SUPPLY BIG PROBLEM

It was apparent that supply would be the major problem of the entire undertaking. Supplies had to be put in at points along the general line of survey.

White men had never been into the country before. Speed was imperative, with winter coming on.

This is where Peace River Jim Cornwall went to bat and despite

advancing years scored a notable triumph of transportation.

He persuaded officials to let him try moving supplies to let the heart of the uncharted country by a circuitous water route.

Tractor fuel and food, weighing 16 tons was taken by river to Belkirk, and then down the Pelly to Ross River post.

After one aerial flight to Sheldon Lake, the recognized halfway point between Johnson's Crossing and Norman Wells, Fuller and his party were ready to start blazing the survey trail.

A start was made September 21 with two tractors in charge of James Rilling and C. C. Turner of Washington State.

By October 2 it was obvious that tractors would be useless for the survey spearhead because of the nature of the terrain and other difficulties.

HORSES ARE PURCHASED

So Fuller purchased seven horses in Whitehorse and split the party, with the tractors following the horses. The new arrangement started on October 7. Data and other horse feed was flown to Ross River Post so it would be there when the party arrived.

Murphy and Wiley were instructed by Fuller to start building up food and supply caches on the way between Ross River Post and Johnson's Crossing and to start toward Johnson's Crossing with dog teams. On that flight back toward his ground, party Fuller and his pilot had to make a crash landing but escaped injury.

Then sickness struck the party without warning. The tractor men went down with chill and Jim Rilling developed a bad case of pneumonia.

"For days we couldn't move

Did Great Job



Gerald "Jerry" Murphy, well-known Edmontonian and northern pioneer, who has been highly praised by United States officials of the Canol project for his brilliant work on the original Canol survey through previously uncharted territory in the Northwest.

There were five men down with sickness at one time," Fuller recalled.

"All we could do was build a fire and put Rilling and the others in a tent. The weather was already turning very cold."

Miraculously all members of the party, including Rilling, recovered and on October 18 Fuller

went ahead of the party alone to reconnoitre.

It was impossible to cover more than two miles a day through the heavy muskeg.

FOOD RUNS OUT

Then a new danger threatened. Food was running short. The party went on half rations and to make matters worse feed for the horses was also running low.

"On Oct. 23 we ate the last of our food for breakfast, consisting of one can of soup. The horses were without feed. Things looked pretty black but we could only keep on going toward the first cache."

"At about 6 p.m. you can imagine our joy when we came in sight of the west end of Quiet Lake. There was the oats cache for the horses in good shape but we nearly sat down to die when we discovered the food cache had been virtually destroyed by squirrels. We searched frantically and finally, to our indescribable relief, found 15 pounds of flour and half a pound of tea that had not been touched by the squirrels."

The flour was mixed with water and along with muskrat meat the party enjoyed a feast. Continuing the party reached the south end of Quiet Lake on Nov. 10.

They had been 47 days going 48 miles. They had expected to make the trip in two or three days.

"We had not been at Quiet Lake more than 15 minutes when Murphy arrived from the east with two dog teams under Indian drivers. They had eaten nothing for two days and reported a very hard trip," Fuller said.

On Nov. 16 the seven horses were killed and utilized as meat for the

Continued on Page 18, Col. 1

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Extend their thanks and sincere appreciation to the many Canadian Institutions, Agencies, and individuals, who by their enthusiastic and generous co-operation, have contributed so much to the effectiveness of this firm's

work on the Canol Project, and who by their friendly interest in the ultimate success of the undertaking, have made the sojourn in Canada a pleasant one.

Special Gratitude and Appreciation is Extended to . . .

The Alberta and Northwest Chamber of Mines and Resources

The Northwest Territories Administration

The Coordinating Secretary of Canadian Agencies in Edmonton

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The Canadian Pacific Air Lines

The Bush Pilots

The University of Alberta

The Industrial Laboratory of Provincial Analyst

The Royal Canadian Mounted Police

The Edmonton Chamber of Commerce

The Hudson's Bay Company

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RESOLUTION

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General View of the Town of Whitehorse



Pipe for the new pipeline is delivered by huge trucks groaning under 7 ton loads



Over a crystal clear Yukon lake snakes a section of Canol Pipeline



At work on a section of Canol Pipeline



Major General Foster, Canadian Representative in the Northwest Command area, and Col. J. Lyons (left), O.C., Post of Whitehorse, stop to chat with welders



View of part of loading facilities at Fort Smith



Norman Wells airport

Kent L. Fuller Won Struggle Against Nature

Continued from Page Fifteen

slight dogs. There was no other course because there was no feed for the horses and the dogs also had to be fed.

The dread winter of 1942-43 was now on its real earnest. Snow was 10 to 15 feet deep in places.

The tractors had also arrived in Quiet Lake, fuel being hauled behind the "cats" on "Atkey" wagons.

On Dec. 1 the Fuller party left the south end of Quiet Lake. Murphy assured Fuller there should be few difficulties on the way to Ross River Post. They had a tentative rendezvous with Guy Blanchet at Sheldon Lake for Dec. 1.

Fuller set out ahead of the tractor party with two white men. It became bitterly cold and Pat Muldoon, one of the party, bet and won a pound of chewing tobacco on the temperature. It was 51 below zero. Later they were to know temperatures that were really extreme.

COL. CORNWALL THERE

On Dec. 8 the party reached Ross River Post and found Col. Cornwall there. He had been flown in with a U.S. Army Signal Corps party. They set up a radio station in the Piescopa Mission.

Two days after reaching the Post the mercury dropped to 70 below zero.

"It was just too cold to dare starting out and on Christmas Day we received a wireless from Whitehorse that Jerry Murphy and party had arrived there. Murphy had started back to Whitehorse with the

Indians Stage Tribal Sing-Song on Canol Road



On the shore of picturesque Fuller Lake, Indian members of a survey party while away the evening hours in camp with songs of olden times. The beautiful, wild, rugged country through which the Canol pipeline and service road runs, was for the greater distance seen by the white man for the first time when survey parties

under the direction of Guy H. Blanchet made an explorative survey during the fall and winter of 1942-43. Left to right in the above picture are: Sid Atkins, George Blondin and Arthur Johns, Mackenzie Indians who gave invaluable aid to the white surveyors. The route had been used by Indians for centuries.

Despite the terrific hardships a studio survey was made of the distance covered during that terrible winter.

A very beautiful lake 20 miles west of the height of land on the headwaters of the MacMillan River, which was discovered by the white man for the first time, was officially named Fuller Lake by Guy Blanchet. This lake was later utilized as a plane base for float-equipped planes.

On May 25 Fuller started out from Whitehorse again and headed in the direction of Norman Wells but the terrors of the worst winter in 35 years were behind.

This time there were 118 head of horses, 20 experienced horse wranglers, 25 surveyors and Indian guides.

The larger party was split into three smaller groups.

Kent Fuller and three Indians went in advance, moving rapidly to where the party had halted during the winter on the way to the Norman oil fields.

COMPLETED SURVEY

On September 25 the first general survey was completed, slightly over a year after the first party had set out from Whitehorse. At the head of the Ant Hill River, less than 90 miles from Norman Wells, the Fuller party met the survey party from Norman Wells.

Fuller and his party had completed a survey of 110 miles of the "800 miles to Norman."

"The worst part of all was that first 45 miles to Quiet Lake," Fuller stated emphatically.

Fuller believes the survey is the longest survey ever made in the sub-Arctic. It was made under the most extreme conditions of climate and over every conceivable kind of terrain.

It was a heartbreaking task. When the weather was not so cold the members of the survey party passed the long periods off the trail

gained from the fact that official temperatures at Ross River and Whitehorse were 70 and 88 below zero respectively.

Murphy once tried to get a plane to take the tractor men out but was unable to secure one.

The rigors of that dreadful journey have left two of that party permanently weakened, because Otto C. Coward, cook and Ray Gifford, ex-cowboys in the States, suffered from heart trouble and had to "come out."

Some idea of what Murphy and his companions faced may be

received news by radio that the people for the pipeline had been changed. He sent a dog driver out over the route for food caches.

The change had been made without consultation with either Guy Blanchet or Fuller. Later officials abandoned the changed route, taking the advice of Blanchet and Fuller.

The Fuller party came out for the spring break-up after further surveys of the route beyond Ross River Post.

It should be remembered that

Highway Control



Maj. A. C. Nixon, R.C.A., who is Canada's representative on the joint Alaska Highway Traffic Control Board.

with reading magazines, playing cards and watching the Indians amuse themselves.

"We even memorized the ads in the magazines and played cribbage until we would get so mad you felt like murdering the guy that beat you," Fuller said. But most of all the whites enjoyed watching the Indians, at their games, and listening to their tall tales handed down for centuries.

The Indians played many jokes on each other, some of which were not too subtle. But the Indians are also soft and sentimental.

Once an Indian member of the Fuller party lost all five of his children in an outbreak of trench mouth. Whites in the Fuller party wept when a little girl member of the family passed away. She had been a warm favorite with the party.

"But the hospitality of these simple people made us feel strange. They put on a dance for us at Ross River Post and it was some dance. I often think the simple Indian is possessed of greater understanding than any white."

PLANE GREAT HELP

The planes were a great help in the survey. The survey would have taken at least two years more had it not been for the airplane. Fuller contends.

From Norman Wells to Sheldon Lake the route followed was that taken by Indians for centuries.

"We found where trees had been chopped down with stomp axes. The Mackenzie Indians could not estimate how old the route is, but it seemed it had been used for centuries by the Indians to travel from the Mackenzie Mountains to Dawson every summer."

Guy Blanchet talked to a very old Indian who said he had been over the route as a very young man but that was the only living person, Indian or white who had been over the full length of the route from that time until the Fuller party made their amazing trek in the memorable winter of 1942-43.

The old Indian with whom Blanchet talked gave the surveyor specific land marks that turned out to be just about 100 per cent accurate. This Indian helped Blanchet prepare a rude map that proved of great value.

So Canada's primitive children of the great northwest joined with their modern white brothers from the heart of industrial America to make possible still another of the engineering triumphs of the day and age and

Operates in Edmonton Joint Board Controlling Alaska Highway Traffic

By MAJ. A. C. NIXON

Canadian Representative, Alaska Highway Traffic Control Board

The size and importance of defence projects being carried out by both the Canadian and United States governments in the Canadian northwest made it apparent, early in 1943, that special machinery was required to provide a direct link between the whole program and the Canadian government, and accordingly in May, 1943, Major General W. W. Foster, C.M.G., D.S.O., V.D., was appointed special commissioner for defence projects in northwest Canada.

One of the chief defence projects was the construction of the Alaska Military Highway, which was completed in November 1943, and following the appointment of General Foster in Edmonton, the joint defence committee formed by the United States and Canadian Governments deemed it advisable to establish a board which could control traffic over the highway.

SET UP BOARD

In June 1943, a joint traffic control board was created with headquarters in Edmonton, the board consisting of a representative from the United States Government and a representative from the Canadian Government.

At the present time this board is operated by Maj. Freeman C. Bishop, public relations officer of the Northwest Service Command, representing the United States Government, and Maj. A. C. Nixon, R.C.A., staff officer to Gen. Foster, representing the Canadian Government, with Miss Idola German as secretary to the board. The office of the board is located at 215 Tegier Building, Edmonton.

DESIGN OF ROAD

The Alaska Military Highway is essentially designed to meet the requirements of a military artery and is capable of handling a flow of vehicular traffic from Dawson Creek, B.C. to Fairbanks, Alaska with little interruption.

The Canadian section of the highway is approximately 1,237 miles from Dawson Creek, B.C. to the Alaskan boundary, and at the end of the war this section will become in all respects an integral part of the Canadian highway system.

The joint traffic control board is complete and undertaking vital to the defence of this continent against a cruel Asiatic enemy.

Kaiser Urging Sale of Goods Before Peace

Henry J. Kaiser has proposed

that industry be encouraged by the government to launch a "pre-peace selling program" whereby orders would be accepted now for postwar delivery. He asserts that "the need to prepare for peace is in many respects no less urgent than the preparation for war."

Speaking at a recent convention of the United Steel Workers of America, he outlined a program for establishment of 3,000 to 5,000 air terminals for personal plane operation in the United States, each terminal to be run as a separate business unit under a unified supervision. He envisions the individual flier covering the nation in air hops of from 25 to 50 miles.

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Unknown 2 Years Ago Tiny Johnson's Crossing Is Key Junction Centre Of Great North Projects

By LIEUT. CECIL BARGER
Northwest Service Command, U.S. Army

Up in the Yukon, on a spot where two years ago there was nothing but snow and ice, spruce trees and moss, there is now one of the most important junctions of the north-west. That spot is Johnson's Crossing, where the great Canol road from Norman Wells on the Mackenzie river meets the 1,523 miles of the Alaska highway.

Whitehorse, 80 miles to the north, and connected with the outside by the puff-puff efforts of the little White Pass & Yukon Railway, was an administrative centre for the Canol Project.

WAS REAL CENTRE

But it is Johnson's Crossing, high on a bluff overlooking the point where the Teslin River leaves Teslin Lake, that was more nearly the centre of the actual construction operations of the Canol Road and pipeline. Both Canol and the Highway have each been separately included among the great engineering feats of the day. They have both been considered as contributing tremendously to the development of the North country. It is at Johnson's Crossing that they touch shoulders.

Brigadier General Hudson D. Worsham, formerly commanding general of the Northwest Service Command under whom most of the Canol Project was carried out, paid particular tribute to the builders of the connecting links between the oil wells 395 miles to the north with the refinery at Whitehorse.

"It would be redundant of me," he said at the dedication of the Canol Refinery, "to describe the hardships which were borne with great fortitude by those who built what I believe to be one of the great engineering feats of all time, the construction road and pipeline between Johnson's Crossing and the Canol Camp across the Mackenzie River from Norman Wells."

STARTED IN 1942

The 35th Engineer Regiment started the construction of the Canol Road in the fall of 1942. It was the first full regiment to begin on the Alaska Highway, and after construction on it was well under way, the regiment was ordered to begin the tote trail on the Canol Road. It set up a tent camp at Johnson's Crossing, and started the construction during one of the coldest winters on record in the Northwest.

On the north end of the road at Norman Wells, Bechtel-Price-Calahan started trail blazing, working southward toward Johnson's Crossing. Laying of pipe was begun almost simultaneously.

From the north, supplies of

pipe, materials, and machinery followed a lengthy water route from Waterways, B.C., down the Athabasca River, through Athabasca Lake, down the Slave River, across Great Slave Lake and then down the Mackenzie River. When this route was frozen in winter, a tractor trail was bulldozed through, over which trains of 8 and 10-ton sleds were pulled by caterpillars.

On the south end, supplies arrived at Johnson's Crossing either by truck from Dawson Creek, 850 miles to the south on the Alaska Highway, or by truck from Whitehorse where they arrived from Skagway, Alaska, on the White Pass and Yukon.

STORED AT CROSSING

At Johnson's Crossing they were stored in big warehouses and stock piles, awaiting shipment up the Canol Road. Here was the base camp of the contractor. Here was the main camp of the Miller Construction Co. which was in charge of building the telephone line.

On December 31, 1943, the Canol Road was completed; and on February 18, 1944, the final weld was made in the 395-mile pipeline. The crews working from both ends met in MacMillan Pass on the Continental divide, deep in the Mackenzie Mountain range, in the heart of virtually unexplored country. The Canol Road was never intended to be a main artery of travel. Its main function was to supply the builders of the pipeline and make possible maintenance of the line. For that reason, and also for the reason that it crosses some of the most rugged terrain in the Northwest, it is considered one of the toughest roads in existence today.

Across the Canol Road from BPC camp, and facing the Alaska Highway is the U.S. Army relay station. This is the station which, under Captain T. B. Coffield, lawyer of Bowie, Texas, operates the Army trucks on the road. Originally, this station was located about 6 miles to the south at Brook's Brook, a point alternatively named by the Negro troops who built this section of the Alaska Highway for one of

Famed Junction



Lt. Cecil Barger, Northwest Service Command public relations officer, who tells the story of Johnson's Crossing, vital junction near Whitehorse.

their officers, Lt. Robert P. Brooks.

When the flow of materials and supplies reached voluminous proportions, the relay station was moved to "Canol Zero," to facilitate the shipping of freight. Here the soldiers took over the transportation, until they now handle all of it. I was stationed at Johnson's Crossing during the fall and winter of '43 and helped direct and control pipe dollies and supply trucks over the south end of the road.

TOUGH ON DRIVERS

Particular tribute should be paid to these soldier-drivers at Johnson's Crossing who have hauled immense tonnage over a trail so tough that many a civilian driver turned back. On a road which is considered the most hazardous in the world, their accident record is almost spot-free. The road takes its toll nevertheless. Two drivers have recently broken their hands in steering over rough sections of the road, and nearly every week someone has to be evacuated with injured kidneys or a wrenched back.

Led by Lt. Harry Rosenhek, of Los Angeles, California, the first convoy trucks to travel all the way from the Alaska Highway to Norman Wells, was driven by five soldiers from Johnson's Crossing, starting on January 18, 1944.

These men were: Cpl. Joseph L. Frey, Astoria, Long Island, New York; Tec 5 Joseph T. Adams, El-lerson, Virginia; Pfc. Michael E. Doherty, West New York, New Jersey; Pfc. Otis A. Lunyow, Williams-ville, Missouri; and Pfc. Joseph T. Smallman, Brooklyn, New York.

In a report of this momentous trip, which gives an idea of the difficulties encountered by the soldiers who hauled many thousands of tons of freight in the building of the Canol pipeline, Lt. Rosenhek wrote: "The thickly wooded areas grad-

ually started to thin out until about 300 miles out, nothing but snow met the eye. Also the high peaks of the Folly Mountains came into sight and the numerous snow-capped peaks seemed to blend into the hazy sky.

Now, the difficult part of the trip began. Along winding roads, or in the terminology of the road, 'cat trail', the convoy moved forward, every mile more difficult, each turn sharper and every grade steeper. . . .

"As the scene changed constantly, so did the weather and the convoy encountered many snowstorms and windstorms and now and then some clear sunshine. . . . But this time the snow-covered peaks had almost become a regular sight with their accompanying hazardous road conditions, but suddenly there loomed ahead the 'daddy' of them all, with the road going clear over the top of it. Here was the highest point where a road existed in the entire Alaska Highway and its network of branch roads. The Stud-baker 6 x 6 trucks slowly but firmly climbed to the summit of the 'Plains of Abraham' as it is commonly called, and here, more than a mile high, 8,720 feet to be exact, one could actually look down upon the other peaks which just a short time before seemed insurmountable. Here the cold, changing, and howling wind, shifted the snow from one side of the road to the other, making visibility poor, and it was imperative that the convoy move on before the snowdrifts closed in on the road.

NOTABLE EVENT

. . . The convoy's arrival at Canol, just eight miles from Norman Wells, was indeed a notable event for it was the first Army convoy to come into this area, only 60 miles from the Arctic Circle. After two days' rest, which included a trip to the Wells by driving across the ice-covered Mackenzie River, the convoy started its return trip with cargo for stations en route. Two days out and suddenly the convoy was overtaken by a severe snowstorm, making it necessary to remain at Camp 292 for two days. The intensity of the storm rose during the night and in less than 24 hours road conditions were such that traffic which had been on the road at the start of the storm, was able to proceed at only one mile per hour for a period of 24 hours, a difficult trip indeed. However, many bulldozers were put to work and soon traffic moved along."

Stopovers on the trip were varied and interesting, Lt. Rosenhek noted.

The men were housed in everything from a tent to a sled hut, called a "vannigan". These are similar to a box car in construction and size, except that instead of wheels, they are mounted on sleds, making it easy to move to a new camp location as work on the pipeline and telephone line progressed.

GREAT SIGNIFICANCE

"There is a greater significance and importance to this trip than meets the eye," he commented. "It's successful completion, proves that at last the far north can be

Highly Praised



Lt. Col. J. K. Cornwall, D.S.M., well-known pioneer northerner, who worked a supply miracle during the Canol construction period by hauling thousands of tons of valuable supplies to the construction site over a northwest water route. U.S. Army officers warmly praise his fine work.

penetrated by an overland route. Not only in Norman Wells and the Arctic area accessible by air and water, in season, but now to augment this service, we have the only land route to the north, the first, we believe, in history. Also this route makes possible telephone facilities for Norman Wells with the outside world and enables the oil of this area to be piped to Whitehorse for refining.

"A new frontier has been opened to the North where the natural resources can now be utilized in the united war effort and later in peacetime expansion of industry," he concludes.

So devoted are the ways of war, it is sometimes hard to see the

effect of some remote spot in a far off corner of the world on the effort as a whole. But at the dedication of the Canol refinery in Whitehorse, General Dale V. Gaffney, commanding general of the Alaskan Wing of the Air Transport Command, said, "Whitehorse is far from the European war theatre, but without going into detail, one may say that the effects of this project will be registered even on the Nazis."

"There is no way of telling at the moment what effect this Yukon junction of the Canol Project with the Alaska Highway, where once

Air Operators Hold Conference

A permanent conference of international air traffic operators (to be known as CIATO) was formed on May 4 at the conclusion of a three-day unofficial gathering of air transport operators from 14 coun-

tries who met in London to discuss the problems of airlines which will operate international traffic after the war.

Lord Grimthorpe, chairman of North Eastern Airways, Ltd., who presided over the meetings, was named chairman of the executive committee for the permanent conference. On this committee will be representatives of the combined air operators of Belgium, Czechoslovakia, France, Great Britain, Norway and Poland.

First headquarters will be in the North Eastern offices in London and the next general meeting will be called within six months.

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THOUGHTFUL people must be impressed with the obvious fact that if peace is to prevail on earth and the abundance that can be produced is to be fairly distributed, there must be drastic changes. One cannot help but sense that the proper way of life for all of us, whether in the country, or the city, or on the farm, in the office, or in the factory, is that of co-operation and good will instead of ruthless competition with its inevitable destruction of all spiritual values and finally, for many, economic ruin.

That is why those in the co-operative movement believe they are really opening up that which some day will be the great highway of life among mankind.

IN practicing co-operation men and women find a meeting of minds and the baring of souls that leads them into a better atmosphere. No, it does not make angels out of them but it brings about a "togetherness" that people crave for in the strains and stresses of living. It wipes away the barriers of lonely individualism. It focuses attention on a common ideal of justice and equity and sparks the determination to work for mutual help.

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Careful Analysis Required To Move 3,000 Bbls. Daily Over Canol Crude System

Laying a pipeline and building a road through 600 miles of sub-Arctic wilderness is a tremendous engineering task in itself but there are many other great problems in addition. Keeping 3,000 bbls. of crude oil flowing smoothly through that vast stretch of pipe under wide variations of temperature, up-hill and down, presents additional problems of the first magnitude. The man who has the heavy responsibility for seeing that the oil actually gets to the refinery from Norman Wells is Carl C. Wilcox, project manager for J. Gordon Turnbull, Sverdrup and Parcel, architect engineers for the Canol project. Mr. Wilcox has had a brilliant career.

Head of the department of mechanical engineering at Notre Dame University, he is on loan to the Canol project. He was for many years a high officer in the American Society of Mechanical Engineers. He has been prominently identified with many of the largest engineering projects on the continent during the past 25 years.—Editor.

By CARL C. WILCOX

Project Manager, J. Gordon Turnbull and Sverdrup and Parcel. The problem of transporting 3,000 barrels of oil per day 600 miles over rugged mountainous country in spite of extreme cold, and heavy fall of drifting snow in long sub-Arctic winter and in spite of rain and flood over muskeg country in spring and summer, requires the careful analysis of many factors.

To transport this oil with automotive trucks would mean a very large investment not only in rolling stock but in a first class two-way hard surfaced all weather road with easy grades and curves which would have to be built, maintained, and kept open 24 hours per day. The operating cost of the trucks would involve a large fuel consumption as well as the additional expense of messing and housing a large number of men.

MOST FEASIBLE METHOD

The only other feasible method is the pipeline, which experience has proved to be the most economical solution for long distance transmission of oil, although many problems are presented in its design, which involve considerable research into the properties of the oil itself as well as accurate information regarding the topography of the country to be traversed, the distances involved, the selection of the most economical pumping equipment and the spacing of stations. A few of the more interesting and important factors of the design analysis will now be considered.

If the oil is caused to flow at a given rate through a certain size pipe which is perfectly level, it is obvious that the greater the length of the pipe the greater pressure will be required to force this quantity of oil through it; and if we double the length of the pipe, we double the pressure which will be required, etc. It is worth noting that the pressure at the pump and at other loca-

tions along the line extending clear to the end, we would find when pumping this given quantity of oil that the pressure at the pump would be the greatest, and that each gauge would show a progressively decreasing pressure until we reached the end of the line where it would be zero.

HYDRAULIC PROBLEMS

If these pressures were to be plotted on a piece of paper with the pump pressure at one end and the zero pressure at the other, we would have a diagonal straight line which engineers call the "hydraulic gradient". This is well known to everyone who sprinkles his lawn with hose because he well knows that the longer the hose, the less water will flow through, and the new piece of hose must be placed near the spigot because it is the strongest, and the one with the repaired sections is placed near the nozzle because the pressure there is least and will not burst the weakened hose. Insofar as he recognizes this fact, the gardener is a hydraulic engineer.

Now the loss of pressure between the pump and the end of the line noted above, or between the spigot and the end of the hose, is termed "friction loss", the calculation of which for a pipeline involves many factors and is a very interesting study.

If now, instead of having a horizontal pipeline as we have assumed in our illustration above this pipeline rises gradually toward the end of the pipe and the same rate of flow is assumed, the pressure at the pump will be greater than it was when the pipe was level, and will be represented by the sum of the "friction loss" as determined before, and a certain other pressure called the "static head" which is occasioned by the fact that the pipe isn't level.

This fact is known to every housewife who has observed that the water always runs faster from

a spigot on the first floor than it does on the second floor, and if the pressure on the first floor is low enough, no water at all may be available on the second floor; and if the pressure is such that water just reaches the second floor but will not flow, then the pressure at the first floor is known as the "static head" due to the difference in elevation between the first floor and the second.

We have now assumed two conditions which are met in the design of a pipeline; namely, the necessity for calculating the "friction loss" or "loss of pressure" due to friction in the pipe, and also the effect of having to run the pipe over mountains and thereby encounter "static head", corresponding to the elevations of these mountain passes.

ANOTHER PROBLEM

In addition to the case where the pipe is level and the one where the oil is flowing uphill, there is still another which must also be considered and that is where the oil flows downhill. If the pipe were on a level, the "physical gradient" (that is the slope of the pipe) is zero, although the "hydraulic gradient", as described above, may be considerable. If the pipe runs uphill, we have a positive physical gradient; and if it runs downhill, a negative. Now, if the pipe is descending a hill which is very steep, the so-called physical gradient or steepness of the pipe may be equal to or greater than the hydraulic gradient described above, and in every case the flow through the pipe is determined by the relative values of these two gradients.

It is easy to see from this that if the hill is steep enough in descent, the oil might flow through the pipe at a rate in excess of that corresponding to the flow reaching the top of the hill, in which case the oil would not fill the pipe but would flow along on the bottom of the gutter and the laws governing its flow would be different from those of the full pipe discussed above.

An interesting case occurs where oil is pumped from a station at one level up over a high mountain and down a steep grade to another station at the same level as the first. At first thought, it would seem to be a logical assumption that since the stations are at the same levels there would be no energy consideration except that incident to the friction loss in the pipeline, and that the oil descending on the far side of the mountain would produce a siphoning action which would pull it up on the near side. The fallacy in this reasoning is that a siphon depends entirely for its action on atmospheric pressure which is only effective up to about 14 lbs. which is insignificant compared to the pressures involved which are about 100 times this.

In other words, less than 1 per cent of recovery would be affected by siphoning, and due to its uncertainty this is neglected in the design of a line. This means that the solid column of oil ascending the mountain will break as it goes over the top, if the descent be steep enough, and therefore were it not for the so-called "vapor pressure" of the oil itself, a perfect vacuum would exist above the oil in the downhill side of the pipeline. This

Explains Task



Carl C. Wilcox, project manager for the architect engineer firm in charge of Canol designing, who explains the immense problem involved in pumping oil 600 miles.

peculiarity of flow makes it necessary to analyze the steepness of descent of the pipeline at every point very critically, in order to discover whether the physical gradient exceeds the hydraulic gradient and, if so, whether the energy in the oil at the top of the mountain can be recovered in its descent.

ALL CONDITIONS FOUND

All of the foregoing conditions were found in the Canol pipeline and the pump stations were located after painstaking calculations involving all the factors concerned.

It should be obvious that water would flow through a pipeline easier than a substance like molasses. This is due to a characteristic of the fluid called "viscosity," the molasses being more viscous than water, and it is found by laboratory experiment that the viscosity, or so-called "thickness" of oil depends upon temperature just as is true with molasses or paraffin and many other substances.

In order, therefore, to ascertain how much pressure would be required to force a certain quantity

of Norman Crude oil through the pipe line, it was necessary to find the probable temperature to which the oil would be subjected in the pipeline and to carry on experiments which would reveal how "thick" or how viscous it would become at that temperature. Fortunately temperature records were available for many years at each end of the line and gave valuable information in estimating average oil temperatures to be expected. Even though the pipe is laid above ground, the temperature of the oil never reaches minimum atmospheric temperatures due to proximity to the ground, blanketing by snow, etc.

Under the direction of the Architect Engineer, J. Gordon Turnbull and Sverdrup & Parcel, samples of this oil were collected at Norman Wells, and these samples were subjected to temperatures as low as 120 deg. below 0 with liquid air in order to cover a range of viscosity well below that which would ever be encountered in practice. This data was used as the basis of calculations predicting what the friction loss would be in the pipeline, and consequently, what pump pressure would be required in the pump stations. This data was condensed and mathematical relations developed between temperature, viscosity, and friction loss, so that the architect engineer was in possession of accurate information upon which the performance of the pipeline could be accurately predicted without any guess work whatsoever.

CALCULATE FRICTION LOSS

At the temperatures encountered, it was found that the friction loss in the 4 in. pipe at the flow desired would amount to approximately 5.7 lbs. per square inch per thousand feet of pipe, and a very simple calculation would immediately reveal that to exert such pressure in a single pump station located at Norman Wells to send the requisite quantity of oil through the pipeline to Whitehorse would necessitate a pressure far in excess of that for which pumps are currently designed, or for which pipe could be readily secured. It becomes immediately evident, therefore, that several pump stations located along the line must be used to secure the

Continued on Page 25, Col. 1

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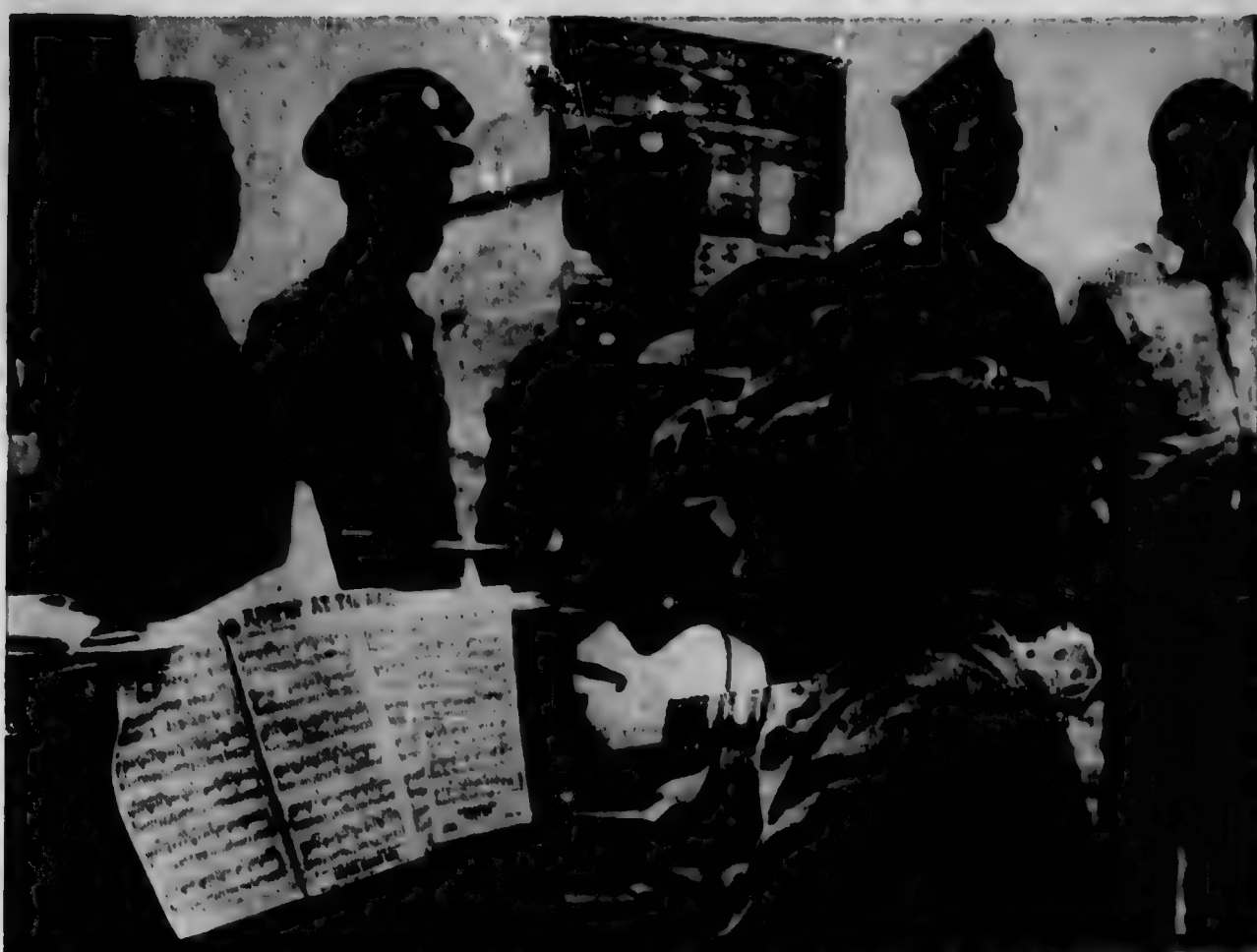
EDMONTON

Widely Varied Activities Feature Construction of North Oil Supply Artery

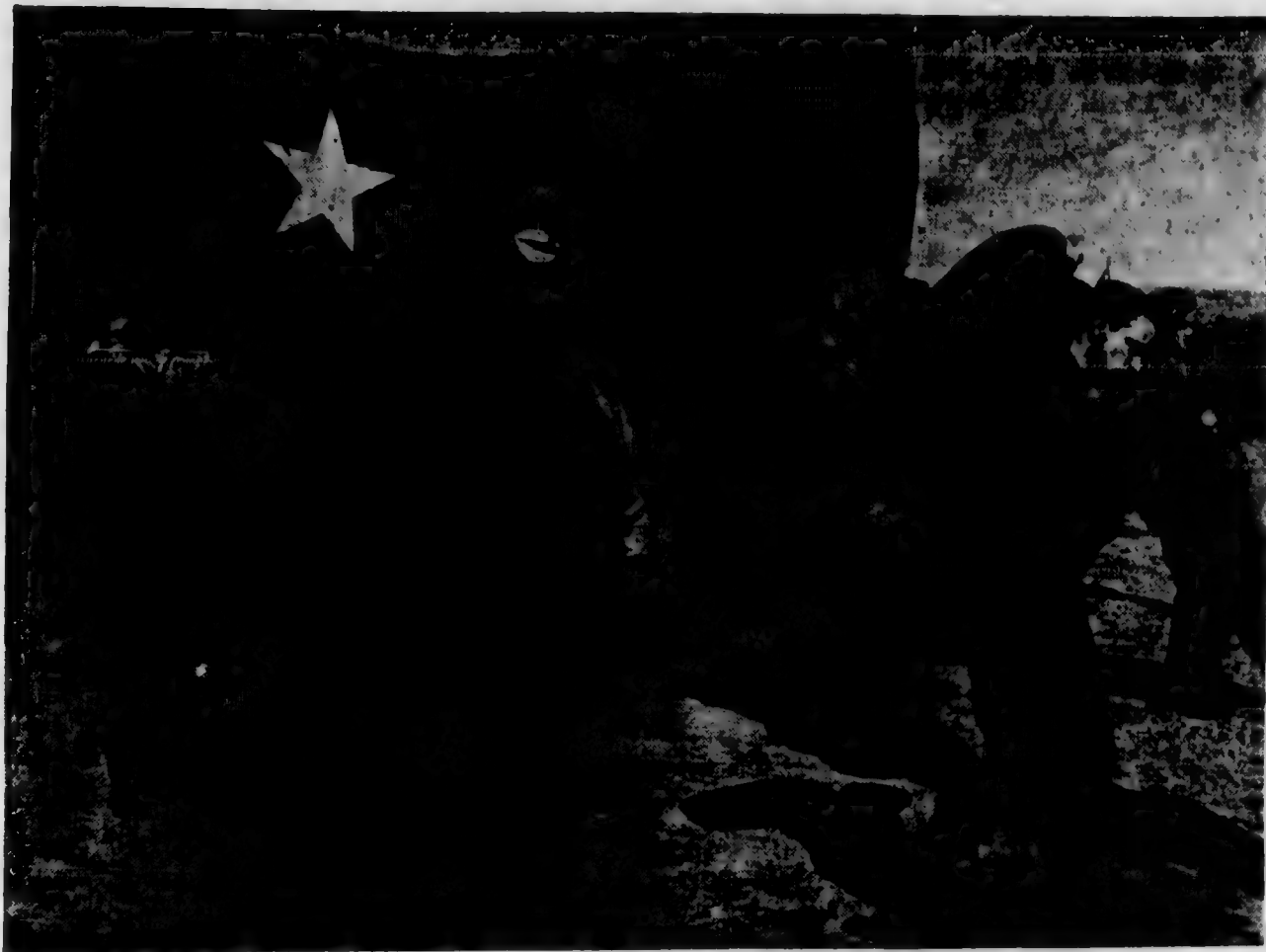


A. L. Stratton of Los Angeles looks happy behind a lot of facial foliage as he does his laundry with the aid of a modern electric washer, up along the Arctic Circle at Camp Canol, near Norman Wells. Note valuable timber in the background.

☆☆☆



Colored soldiers played a large and honorable part in the construction of the great Alaska military highway and the Canol oil line. Above members of a "hot" 15-piece Negro orchestra do their stuff at Fort Smith after a hard day of work.



The transport plane brought the men who built the Canol pipe line to their jobs over thousands of miles of north wilderness in a few hours. Some are shown here walking away from a huge Curtiss Commando after landing at Norman Wells.

☆☆☆



Welders were unsung heroes of the great Canol pipeline, much of the work of welding 20 ft. lengths of more than 550 miles of pipe, being done under temperatures of 30 degrees below zero and lower. Above is Harold "Denver" Atkins of Denver applying the torch to elbow of pipe to induce expansion.



Keeping thousands of soldiers and civilians fed during the construction of the Alaska Military Highway and Canol projects was a real problem. The job was done on a grand scale. Above are shown Cpl. Arthur Amundson, Rothsay, Minn., and Cpl. Hugo Weasel, Belleville, Ill., checking supplies of meat at a huge army warehouse in Northwest Canada.



Hundreds of young women were employed in the north during the period of construction. Some came thousands of miles to an entirely new world to help put over the big jobs. Above are a trio enjoying summer sunshine on a swinging bridge over a canyon near Whitehorse Falls. Left to right: Sarette Neidlinger, Los Angeles, Marie Stich, San Francisco, and Betty Salner, Minneapolis.

☆☆☆

BRITISH COLUMBIA ALBERTA'S GOOD NEIGHBOUR

ALBERTA and British Columbia are neighbours in a deeper sense than geographically. Besides sharing the Rocky Mountains, they share a lively interest in what the future holds for the great Canadian Northwest.

THEIR interests are related rather than apart in whatever may develop in that vast northern territory which today looms in the public eye as never before. Until a year or two ago, a rugged wilderness, untravelled and unknown, today to countless thousands of the people of this Continent it is the symbol of a new and broader life.

BOTH rich in natural resources, Alberta and British Columbia are complementary to each other to an astonishing extent; what the one lacks is found in rich abundance in the other. Both are highly mineralized. British Columbia's magnificent forests are matched by the oilfields of Alberta, British Columbia's fruits by Alberta's grain.

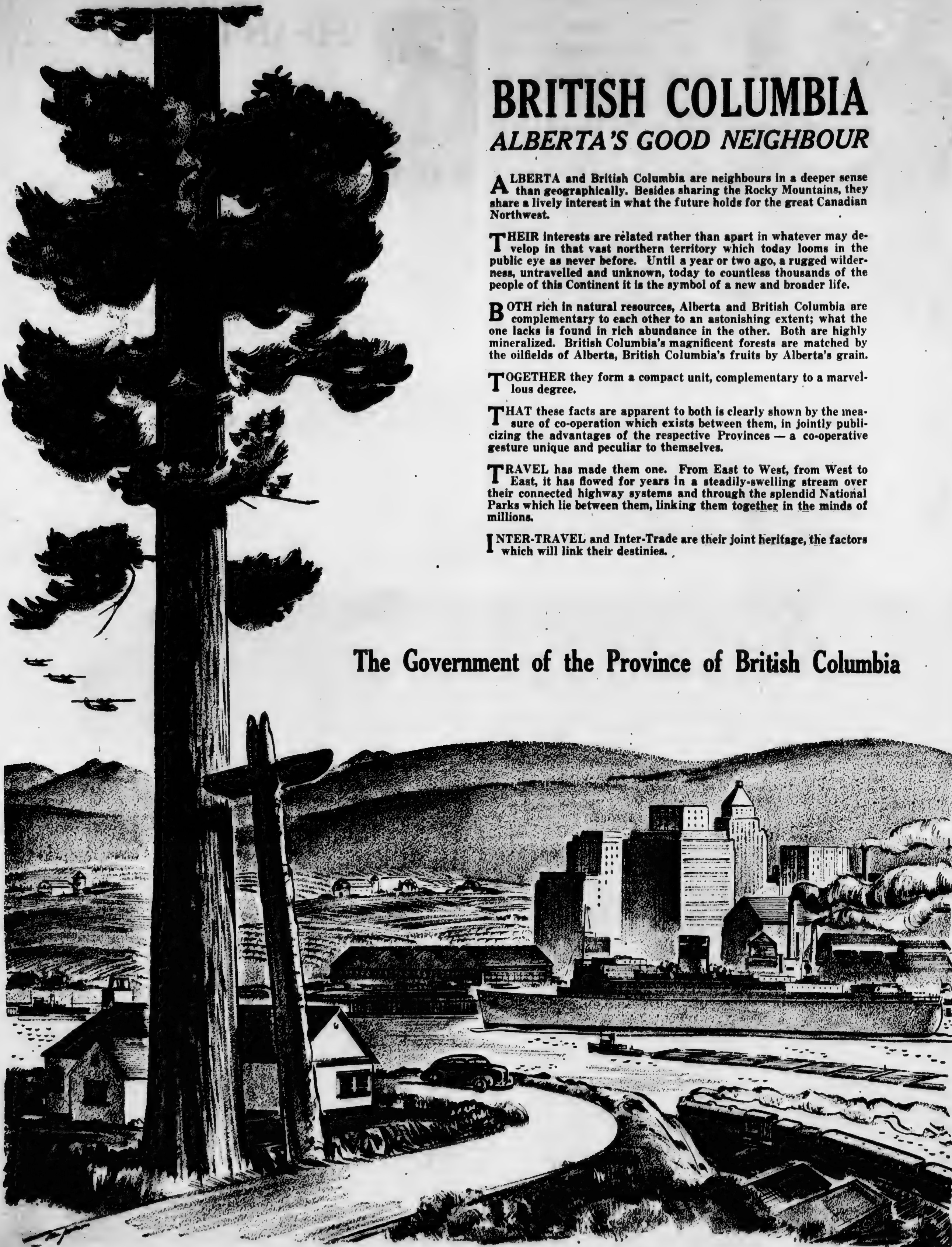
TOGETHER they form a compact unit, complementary to a marvelous degree.

THAT these facts are apparent to both is clearly shown by the measure of co-operation which exists between them, in jointly publicizing the advantages of the respective Provinces — a co-operative gesture unique and peculiar to themselves.

TRAVEL has made them one. From East to West, from West to East, it has flowed for years in a steadily-swelling stream over their connected highway systems and through the splendid National Parks which lie between them, linking them together in the minds of millions.

INTER-TRAVEL and Inter-Trade are their joint heritage, the factors which will link their destinies.

The Government of the Province of British Columbia



Hemisphere Solidarity Aiding War Air Transportation

Whitehorse Refinery Officials



The men shown above have a lot to do with running Canada's most northerly oil refinery at Whitehorse. Left to right, standing are: R. L. Rainey, of El Segundo, Calif., assistant superintendent; E. W. Christiansen, Richmond, Calif., refinery foreman, and C. E. Williams, Plaza Del Rey, Calif., foreman. In front, J. T. Kelly, El Porto, Calif., assistant chief engineer, and L. F. Schimansky, Richmond, Calif., chief chemist. All officials are employed by the Standard Oil Co. Ltd. of Alaska, who are in charge of the refinery and oil pipeline operation, under the supervision of the United States Army.

Many Danish women have "curly" General L. D. Worsham recently city mirrors" which enable them praised the 42,000 civilians and to look up and down the street thousands of soldiers who made the from their windows. Canol Project possible.

Friendship of Canada-U.S. Permitted Forging Chain Of Aerial Supply Lines

Giant transport planes bearing the white star of the U.S.A.A.F. Transport Command have been a familiar sight, roaring through the skies above Edmonton during the past two years. Because of the necessity of wartime security, little has been written or spoken of the thrilling task performed by this ever-increasing armada of the skies. In the following article, written exclusively for The Edmonton Bulletin by the Commanding General of the United States Army Air Forces Transport Command, a little of the romance and magnitude of the great task performed by the A.T.C. seeps through official secrecy. U.S.-Canadian friendship made the great job possible, according to General George.—EDITOR.

By MAJOR GENERAL HAROLD L. GEORGE
Commanding General, Air Transport Command, U.S.A.A.F.
Hemisphere solidarity has greatly enhanced the effectiveness of a wartime transport system that reaches to the most distant corners of the world to serve the urgent needs of the Allies.

Embarrassing missing links in our aerial supply lines would have presented almost insurmountable obstacles in this truly global war had not the fact of friendship of Canada and the United States enabled us to forge our chain of air routes without bickering.

VAST NETWORK

Today the Air Transport Command of the United States Army Air Forces operates regularly over a world-wide network of routes that stretch more than 135,000 miles. These routes tie—in every continent, criss-cross the Atlantic and Pacific Oceans, and sample in each 24 hours every climatic zone of the globe.

Some 7,500 miles of these routes appear as thin, unimpressive lines on our maps of the territory north of the United States border. Actually those routes are throbbing arteries that feed crushing power to the sinews of the Allies.

Security forbids disclosing just how often we traverse the Dominion and on over the top of the world to the far-flung battle fronts, but it can be said that this phase of our operations fills an all-important niche in the overall strategy the Allies are employing to win the war.

FINE CO-OPERATION

The co-operation of the local authorities of the Canadian government in this operation has constituted a realistic manifestation of the "good neighbor" relationship and has been one of Canada's many tangible contributions to the prosecution of the war.

On the occasion of the Air Transport Command's third anniversary, May 29 of this year, a few statistics were released to illustrate the growth of an organization that started absolutely from scratch—with but two officers, no aircraft and no foreign fields on which to put them down had it possessed planes.

From nothing, the A.T.C. has expanded to the point where it flew more than 880,000,000 passenger miles in 1943—with 97 per cent of them in foreign operations. For the layman, this is equal to carrying the entire population of a city the size of Edmonton by air from Seattle, Washington, to Australia. Over an 18-month period from July, 1942, to January, 1944, the Command marked up 425,000,000 ton-miles—which is equivalent to moving 1,200,000 men by air from Washington, D.C. to London. In a single month, December, 1943, the Command recorded 245,000 flying hours—roughly tantamount to

18,000 trips across Canada or the United States.

SOME ASTOUNDING FIGURES

Our aircraft are crossing the Atlantic Ocean at the rate of one every 22 minutes, and are spanning the broader Pacific on the average of one every hour and 42 minutes.

Airport terminal facilities in remote places, a great many in foreign territory, presented one of our first major problems. Adequate airports suitable for operation of large aircraft did not exist on our proposed routes, with few exceptions. Short runways were prevalent and adequate shop facilities practically non-existent.

Housing and messing facilities for American military installations were wholly non-existent or used to capacity by allied military organizations. The answer to all of these basic problems was new construction, and the Army went to work with the assistance of civilian organizations who undertook a major portion of the job in various parts of the world.

Communication was a particularly thorny problem. The establishment of a world-wide network of communications channels is itself a noteworthy technical accomplishment reflecting the greatest credit on the respective Army and civilian specialists.

PEACEFUL FUTURE

Of necessity, the Air Transport Command has flown under all weather conditions—and much knowledge naturally has come of such flights. The supposedly great difficulties of flying vast distances have been removed. The time is not far off when the greater portion of people will travel internationally by air. Air transport, so remarkably developed by this war, can become the medium of mutual understanding for all nations, when peace is restored.

Lives After Fall Of 19,000 Feet

Somewhere in Italy, Sgt. James Riley of Henderson, Ky., fell 19,000 feet to earth in tail section of Flying Fortress and lived to tell about it. Riley's 15th U.S.A.A.F. ship collided with another in the air and Riley was pinned down in rear of tail compartment when the plane split in two. Tail section fluttered down and landed in tree, breaking its fall. Riley suffered minor injuries. Rest of the plane has not been found.

Existing facilities at Fort Smith portage could have handled about 7,000 tons but before the 1942 navigation season closed more than 29,000 tons had been delivered at the job site.

Heads A.T.C.



Maj. Gen. Harold L. George, commanding general of the U.S. A.A.F. Transport Command, who tells of the great task performed by the transport command in this war with one plane on a trans-Atlantic hop every 22 minutes.

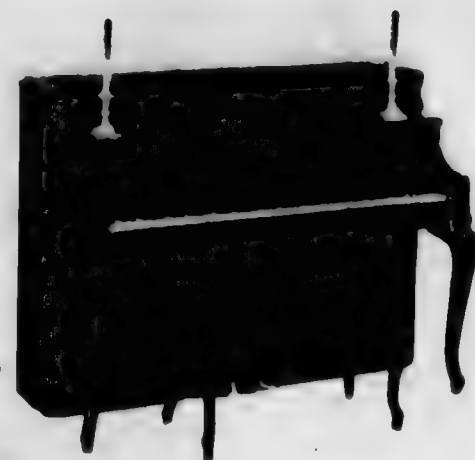
Fitting Propeller Is Complicated

Fitting the propeller to an airplane is a complicated job requiring consideration of many variables, yet, important because efficient utilization of the engine's power is a direct way to achieve good design. R. S. Schairer, of Douglas Aircraft Co., Santa Monica, Calif., told the National Aeronautic meeting recently.

Mr. Schairer said the three most important considerations in the choice of propeller and gear ratio are performance, weight, and general arrangement of the plane. Size and shape of the propeller are dependent upon performance, he explained. Weight is important as affecting range and load, and layout affects the size and type of propeller it is possible to use.

Mr. Schairer said that investigation of propeller and gear ratio requirements had led to conclusions that the best combination depends primarily on take-off wing loading, take-off power loading, and the range for which the airplane is designed. Also, he said, it is necessary for any engine to have a number of alternate propeller drive gear ratios evenly spaced over a range of values.

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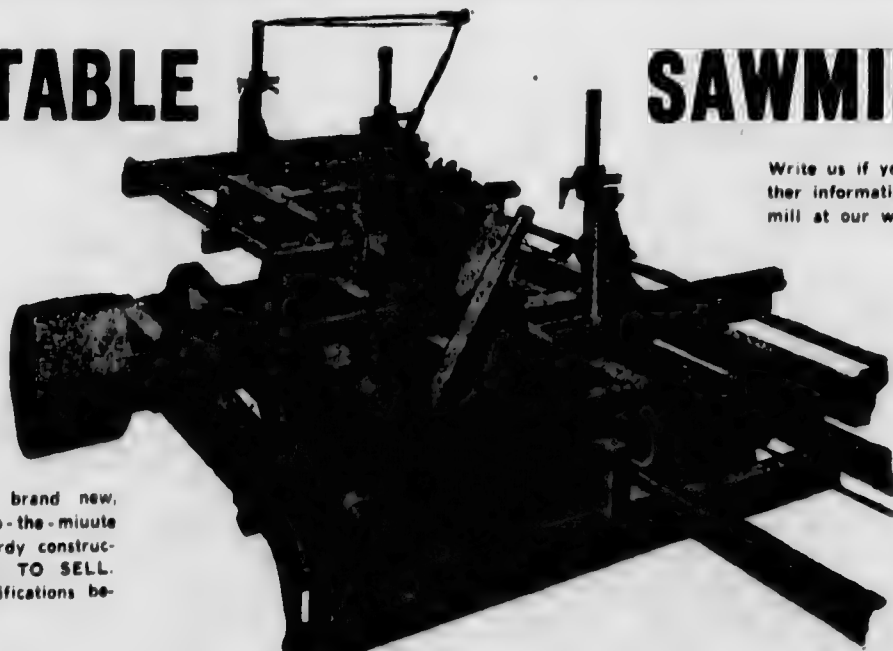
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Mandrel is a 2 7/16" cold rolled, mounted in heavy, high-speed, adjustable ball bearings and the Drive Pulley, unless otherwise specified, is 20" diameter with a 9" face. The Saw Guide is an approved type, easily adjusted. A Splitter with an operating lever and drive for drum and cable completes this set-up.

Carriage, 36" x 20" long in 2 sections, 8" and 12" and mounted on 5 sets of 7" trucks, and substantially cross-braced and bolted. With the bossed hubs on the set works gears, the head blocks can be moved along the carriage for ties or bolts, and with one section removed, it makes a tie mill size carriage. Has 43" log knees, and cast steel log dog levers.

Set Works equipped with quick hand reeeder, and six pawls on feed ratchet. Strongly built, and the design permits both the setting and reeding motions by means of a single lever.

Track Ways consist of a set of 4" x 6" cross-braced and reinforced with through bolts, easily set together, on which the Vee track and flat track is mounted. Quickly lined up and 16' is longest section which makes the outfit easy to move on a truck. Shipping weight about 4,000 pounds.

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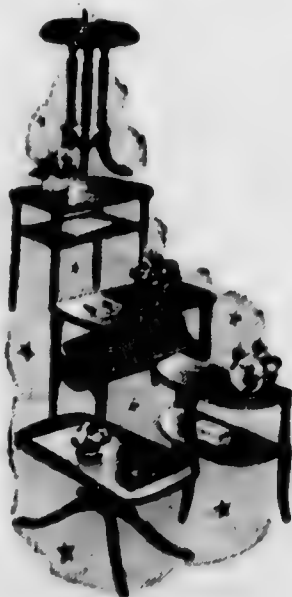
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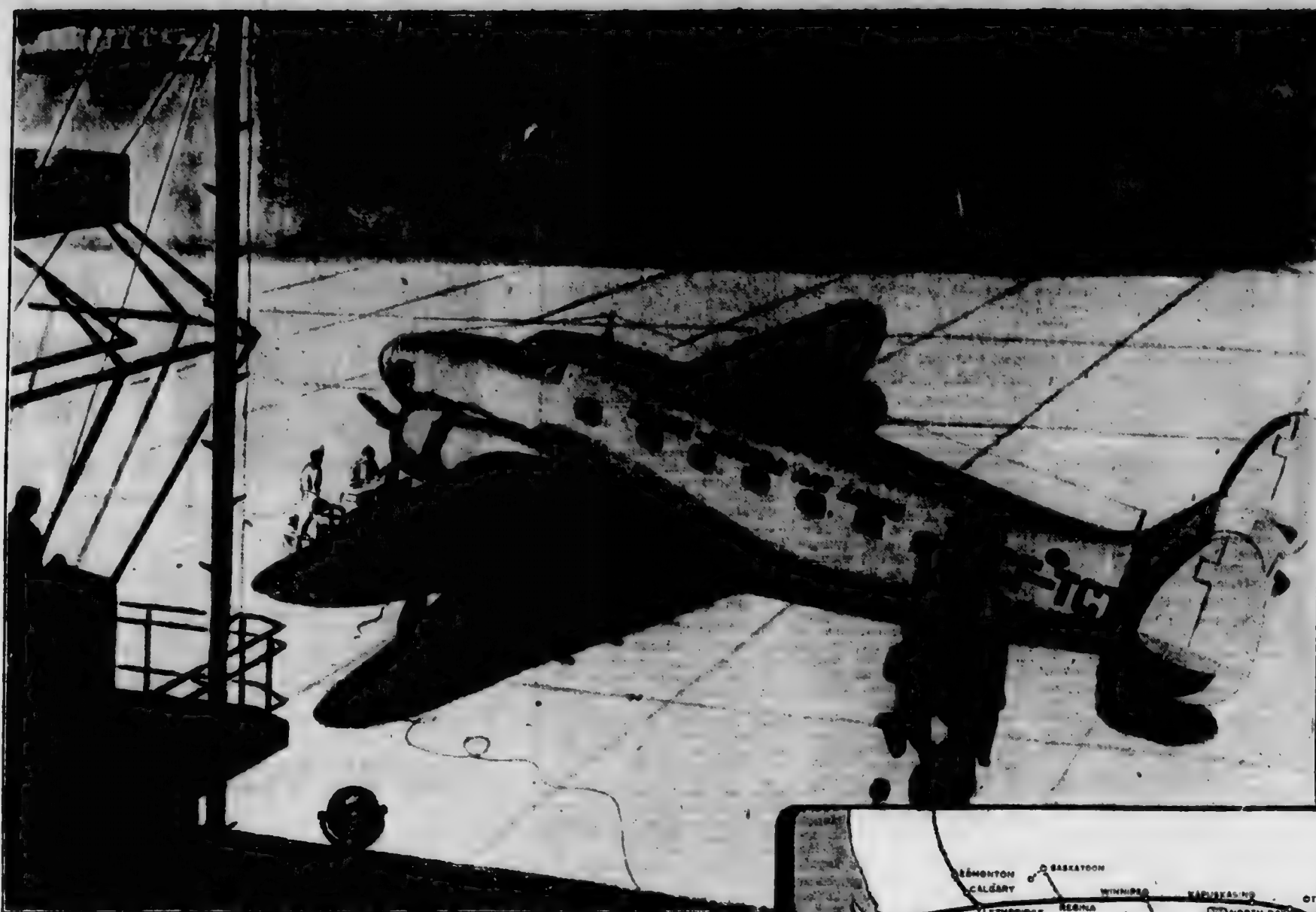


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T.C.A.'S WARTIME RECORD

PASSENGER SERVICE:

During its wartime operations T.C.A. has carried 500,000 passengers, by far the greater percentage of these military personnel or individuals engaged in war work.

AIR MAIL:

Air mail carried since the beginning of the war amounts to 11 million pounds, 440 million letters, exclusive of mail rushed by T.C.A. to the services overseas.

TRANS-ATLANTIC:

During the past year T.C.A. began the operation of a Trans-Atlantic Service for the Canadian Government to speed mail deliveries to and from overseas forces, to move important cargoes and to carry special executives and technicians. T.C.A. is now flying the Atlantic regularly with Canadian-built Lancaster Transports, and this service is being expanded as circumstances require.

AIR EXPRESS:

The rapid movement of materials essential to the military forces and to war industry has been provided by T.C.A. Two million pounds of air express have been carried during the war.

WAR CO-OPERATION:

T.C.A. facilities and hundreds of its personnel have been serving in the overhauling of military and Atlantic ferry aircraft, and its stations throughout Canada have been at the disposal of the military for any service required.

POST WAR:

While the activities of T.C.A. are today almost entirely devoted to the prosecution of the war, the experience gained will prove of inestimable value to aviation in Canada in the future. Trans-Canada Air Lines is preparing for the part it will play in this Nation's air transport expansion.

SERVICES

Exclusive of Trans-Atlantic Service, T.C.A. now flies 25,872 miles daily over a route of 4,903 miles, providing the following services:

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London-Windsor (Detroit)—
Lethbridge-Calgary-Edmonton.

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Sydney-Moncton.

Air Mail - Passenger - Air Express

TRANS-CANADA *Air Lines*

CANADA'S NATIONAL AIR SERVICE

Care Required To Pump Oil Great Distance

Continued from Page Twenty

delivery of this quantity of oil, and immediately the problem of the scientific location of these pump stations became important.

MUST KNOW COUNTRY

First of all, an accurate profile of the country to be traversed must be known, and accurate topographic maps must be made showing the distances between mountain passes over which the pipe line must go, and the elevation of these passes. To secure this information, the architect engineer required the services of a large number of highly trained civil engineers who were intimately familiar with the requirements of such a job. Many of the men employed in this portion of the work were outstanding engineers, nationally known, and the story recounting the hardships, the disappointments, and the final triumph in performing these surveys is one which had no parallel in the annals of North America.

After the field notes were laboriously taken and transmitted to Edmonton, another force of very highly trained topographical draftsmen in the office of the architect engineer made the calculations and reduced these notes to the final survey, constituting nearly a hundred accurate maps of a region heretofore entirely unknown.

With all this information regarding the characteristics of the oil and the topography of the country, it was then possible to apply the laws of the mechanics of fluids referred to above so that the accurate mathematical location of a pump station became a comparatively simple matter, and it was possible to state exactly where the stations should theoretically be put, but many times an inspection of the site selected from a theoretical consideration only revealed that it was entirely unsuited to the building of a pump station and the accompanying facilities, so that the site had to be moved one way or the other along the line to effect a practical solution to the problem.

TEN PUMP STATIONS

Ten pump stations were required in the pipe line between Norman Wells and Whitehorse, and in each case, it was necessary first to establish a theoretical location and then to verify the practicability of building a pump station at this location, by a field inspection, which often necessitated a slight change in site, which in turn affected the location of all other stations and required a re-analysis to insure the best possible balance.

It will be seen, therefore, that no matter how carefully the calculations are made, field conditions must be recognized. Now on the face of it, this might not appear to be serious, but it must be remembered that the pumps are all designed for a maximum pressure which they can safely exert, and if the distance between two stations or their

difference in elevation is too great, then the amount of flow between these stations will be reduced to the amount which can be pumped through the increased distance with the design pressure which is available. Now it is obvious that the station at the beginning of this zone must receive from previous stations no more oil than it is able to discharge through this zone, and it is likewise apparent that the station at the end of this zone, can pump only as much oil as it receives and so on. It is thus seen that this variation from theoretical location will result in a so-called "unbalanced" pipe line, because a "chain is no stronger than its weakest link," and the unbalance must be kept to a minimum.

As the stations were finally located, it has worked out that they are remarkably well balanced, and the capacity of the line has actually been in excess of the amount originally predicted by the architect engineer. A number of station locations required more than ordinary thought in selection. Typical of these is "Station No. 2," located in the deep, narrow, box-like canyon of Dodo Creek. The physical gradient of the pipe line at this point is rather steep, and, therefore, not much latitude was permissible in the location of this station due to the great increase of "static head" as a penalty for locating the station up at the headwaters of the stream in order to get out of the canyon.

The necessity for line balance in this case required that a suitable site be selected in the canyon itself, which after considerable search

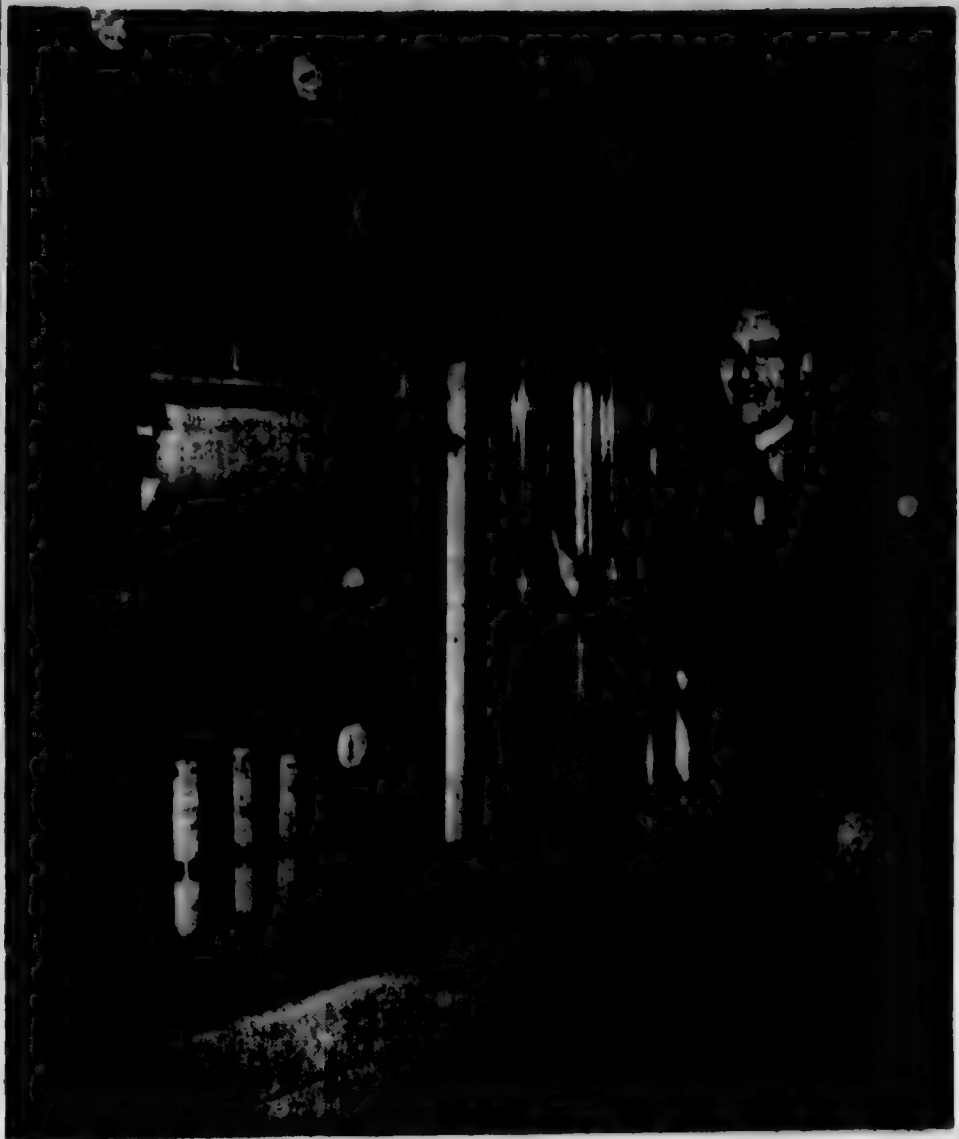
was very happily solved. In other cases the difficulty of building an access road to the station led to a relocation at a more favorable point, with corresponding changes in pipe line characteristics which again had to be scrutinized with respect to balance.

ANCHORING THE PIPE

One of the last features of design which is handled largely in the field is the anchoring of the pipe. A steel pipe which is 600 miles long at 30 degrees below zero in the winter becomes nearly a half mile longer at 70 degrees above in the summer and this expansion has to be distributed along the line to avoid damage.

The sinuosity or crookedness of the line suffices largely to accomplish this without special provisions for

Where Canol Refinery Tests Are Made



High octane gasoline comes from a complicated process. Tests must be made constantly to determine the quality of the refined crude. Above is a scene in the laboratory of the oil refinery at Whitehorse, where high octane gasoline for military aircraft in the Northwest is refined. Standing in front of the instruments is Norton Jaggard, laboratory foreman at the refinery. Mr. Jaggard comes from Richmond, Calif. Several Canadians work in the laboratory.

taking up expansion and contraction but on long grades the pipe tends to "crawl" with each reversal of temperature and if it is not anchored at the proper places the tendency to continually move downhill would produce stresses which would ultimately break the pipe. Otherwise, in contracting with the cold several miles of pipe on a long grade would have to be dragged uphill.

Many troublesome problems demanding individual treatment were confronted in carrying the pipe line across the many rivers between the oil wells at Norman and the refinery at Whitehorse. The first of these, and one which is worthy of a story on its own account, was the laying of several miles of pipe line under the Mackenzie river to conduct oil from the north bank to the beginning of the pipe line proper on the south bank. In addition to this crossing which was a major undertaking, there were in the 600 miles between the Mackenzie river and Whitehorse approximately 100 other streams large and small which had to be crossed by the pipe line.

Some of these were crossed by tracing the pipe line in the bed of the river. Others were crossed by laying the pipe on the bridge at the road crossing, while the one at the Pelly river called for the construction of a suspension bridge having 90° steel towers and a 700' span.

"Bombed Nerves" Hits Hitlerites

Before in 1939 the Nazi Magazine Archiv Fuer Biologie Und Rassenforschung published an article "On the usefulness of aerial bombardments from the viewpoint of racial selection and social hygiene." The author declared:

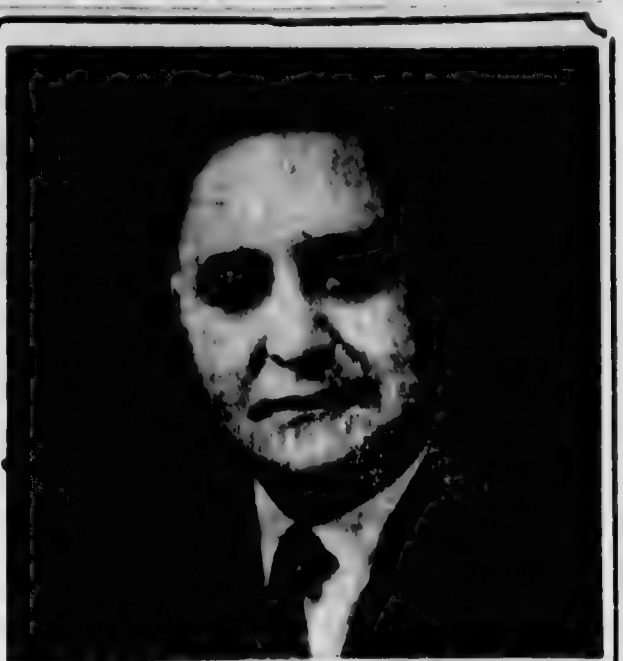
"A person whose nervous system is defective cannot stand heavy aerial bombardments. Thus, aerial bombardments will help us to discover the neuroathetics and remove them from social life."

After: And here is a quotation from Goering's newspaper, National Zeitung of July 18, 1943:

"We mourn not only the deaths of our fellow citizens, but these

shocks which all residents of Belsen have to suffer. Bombardments inevitably affect the nervous system, and how many sensitive natures have been crippled forever by the barbarous raids, how many talented adolescents, how many frail German women have been affected with nervous ailments, frequently incurable."

From Ilse Ehrenburg's Bombing and Biology.



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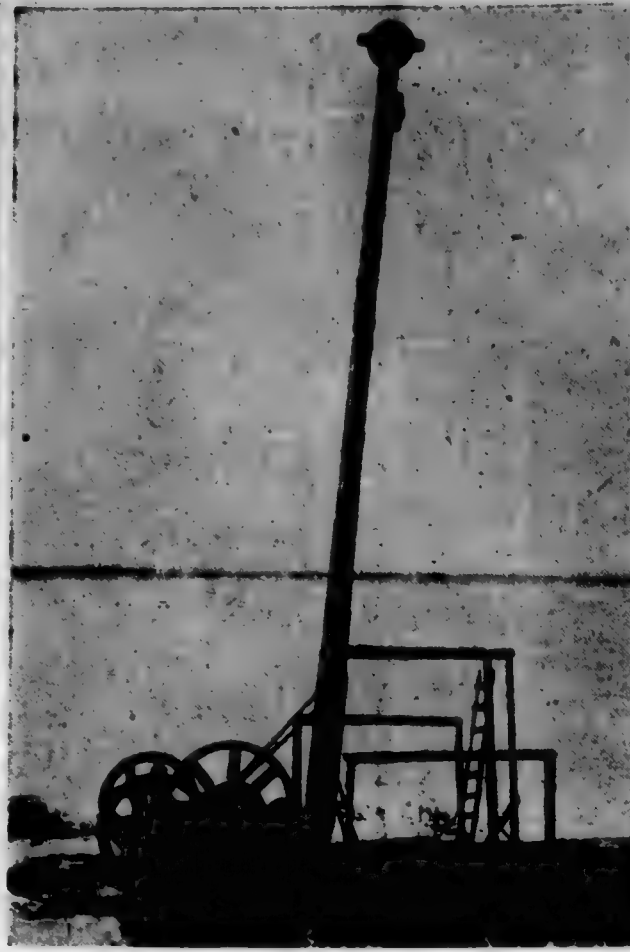
The Interesting Picture Story of the Norman Wells Oil Discovery in 1920.



Photo shows the drilling rig which brought in Discovery Well No. 1 at Norman Wells in 1920.



T. A. Link was in charge of the party which discovered and brought in oil at Norman Wells in 1920. Here he is with two Eskimo friends on the occasion of his first trip to Fort Norman in 1919.



Erecting the drilling rig which brought in Discovery Well No. 1 at Norman Wells in 1920.



First power plant employed at Norman Wells, the discovery area that led ultimately to the Canol Development, was a brindle ox brought in by Imperial Oil workers in 1919 when they were setting up to drill Discovery Well.



Travel to Norman Wells in 1919-1924 was of a pioneer nature. On the first trip in 1919 equipment travelled from Fort Smith to Fort Norman in the scow pictured. It was loaded with 16 tons of freight and was pushed by a small motor boat. Trip took five days.



Norman Wells' first permanent dwelling was this log cabin, which was built in the summer of 1919. It was here that five members of the Imperial Oil drilling crew spent the winter of 1919-1920.



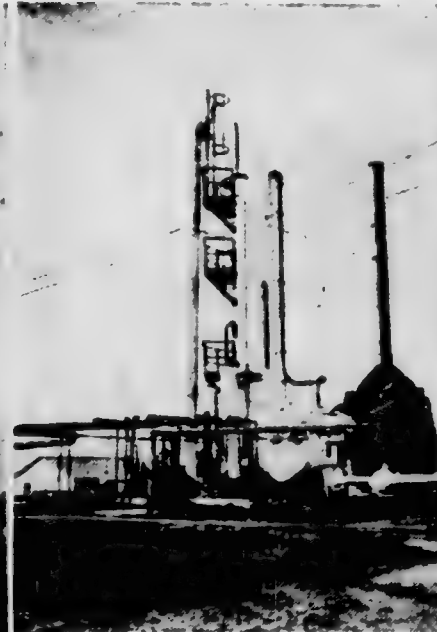
The Pioneer flight into Fort Norman was made by a party of Imperial Oil geologists in 1920. The plane was a low-winged all metal monoplane, and is shown here as it landed on the Peace River on its way to Norman Wells.



G. A. Thompson and E. A. Fuller, piloted the pioneer flight that carried a party of Imperial Oil geologists into Fort Norman in 1920. They are pictured above after landing.



One of the famous feats in the annals of Canadian Aviation was the manufacture of a propeller from oak sleigh boards and moosehide glue to replace a propeller broken in a trip to Fort Norman in the winter of 1920.



A section of the present Imperial Oil refinery at Norman Wells. Built in 1930, the refinery supplied petroleum products for the construction equipment used on the Canol Project, as well as supplying its regular market of mines, river traffic and aeroplanes operating in the district.



Oil was brought in at Norman Wells on August 27, 1920.

This picture was taken just as the oil gushed over the top of the derrick. The well was called "Discovery No. 1."

Travel Highly Eventful in Early Days Of Development at Norman Oil Fields

Today, travel to Norman Wells has become almost prosaic. Fast aircraft take you there from Edmonton in a matter of hours. Rail and water facilities move equipment and men with the minimum of trouble.

In the days of the first developments at Norman, travel was anything but uneventful. If we are to judge by the experiences of the Imperial Oil party in 1920. On May 13 the party of seven men headed by T. A. Link left Edmonton for Fort Norman. Reaching Peace River Landing they loaded their equipment into scows and on the morning of May 31 set out with the scows towed by a motor boat. They had only reached midstream when the motor went dead and for anxious moments they wondered if the scows would smash against the piers of Peace River bridge as they were carried along by the current. However, luck was with them and they were carried clear. Then the tiller rope broke, forcing them to land and make repairs.

SHOOT THE RAPIDS
Battling out again they reached

Vermilion Chutes where everything was unloaded and portaged over a four-mile wagon road. The next stop was Fort Fitzgerald where the equipment was unloaded again and portaged to Fort Smith. The crew then prepared to shoot the rapids with the scows and boat. In an article written in 1921, Dr. The more Link, who was in charge of the party, tells of their experience.

"The roar of the rapids can be heard for miles," he wrote. "Boiling waves pile up to a height of 30 feet at the foot of some of the larger rapids. In running these rapids the river must be crossed several times in order to follow the least dangerous channel."

"After we had shot the first rapids, which were not very bad, Mac Neil McQueen, assistant geologist in the expedition, asked, 'Say, Boniface, is that the worst one?'"

"No," said the pilot. "The next one is a little worse."

probably shoot Niagara Falls, and so he quit asking.

CONTROL IS LOST

"Shooting one bad rapid our pilot was knocked off his feet and lost control of the scow, three men at the oars were also knocked down and we made one complete loop before it was again straightened out. This happened at a very critical point since the water divided into two channels—one to the right led over a steep water-fall, while the one to the left was the channel sought. Only after very strenuous effort on the part of the men did we miss being sucked into the channel to the right, which would have meant destruction."

"Half way through the rapids it began to rain and a strong wind was blowing. This made it difficult to control the scow and we laid up for two solid days. At the 'New Portage Rapid' there are two channels. One is a very narrow, crooked course right along the shore, just wide enough to let the scows down with ropes. One scow was let down with a great deal of work and all of us were soaked to the skin. The

other channel is on the opposite side of a large rock island and the main body of water rushed through it. At the base it is joined by a strong side current from another channel. The total drop is about twenty feet. We decided to take a chance on this main channel and the pilot comforted us by saying that 'You only die once, anyway.'"

STILL MORE TROUBLE

"No sooner had we made the first drop than the pilot's sweep went overboard. The fifty-five-foot scow plunged into the first swell and was completely out of sight from land. We rode the next swell only partially and, on account of the side current, the scow went on its beam ends. The men on shore figured we had overturned. Two of us lost our oars. The scow making two more dives into what looked like the maelstrom, just to climb like the crests of the mountain-like swells again, came to the end of the rapid."

"Say boniface," said Mac, "is that the worst one?"

"Yes," replied the pilot, "and it has never been shot before."

"And never will be again," we all shouted in a chorus.



The primitive refinery shown here was built by Imperial Oil in 1922 to process crude from the first oil wells at Norman Wells. Consisting of a steam still and a condenser box, it produced gasoline for the boats operating in the district.

Transportation Greatest Problem of Canol Project

Loading R.C.A.F. Plane For North Flight



Big Douglas transports like the one shown above carry supplies of all kinds to R.C.A.F. stations dotting the Northwest Staging Route between Edmonton and

Alaska. Heavy freight is being loaded from a truck into one of the big "Doug" workhorses at an unidentified station along the "line".

Gen. Worsham Reviews Highlights of Huge Task

By BRIGADIER-GENERAL L. D. WORSHAM
Former Commanding General,
Northwest Service Command,
U.S. Army

WASHINGTON, July 3.—The refining of petroleum products celebrated at a dedication ceremony of the 30th of April at the Whitehorse refinery consummated 22 months of vigorous effort by architect engineers, contractors, division and district personnel. The job of producing oil in the Norman Wells Field, transporting it by pipe line 600 miles to Whitehorse and the construction of the first stage of the refinery was completed.

One of the major problems throughout the construction of this project was that of transporting men, materials and supplies to the job site.

Approximately one-half the tonnage for constructing the pipeline and pump stations was transported from the railhead at Waterways almost 1,300 miles down the Mackenzie River to Camp Canol.

FLEET OF BOATS

This required the construction of a fleet of boats and barges and much advance planning and procurement in order that the material be at the head of rail at the time of the opening of navigation. A second method of transportation was through the inside passage to Skagway and thence over the White Pass and Yukon Railroad to Whitehorse and by truck from Whitehorse to the job site. A third method was on the Alaska Highway. This method of transportation was materially interfered with by the construction of the final road during the summer of 1943. In addition to the construction material that had to be taken to the job site it was necessary to provide housing, subsistence and clothing for all the workmen.

Recalls Project



Brig.-Gen. L. D. Worsham, former commanding general of the Northwest Service Command, U. S. Army, who tells of the great supply problem in an article written specially for The Edmonton Bulletin.

It was learned during the construction in the winter of 1933-44 that, with proper planning, equipment and clothing, fairly effective construction could be accomplished in sub-zero temperatures.

GREAT LEADERSHIP

Excellent leadership, as well as skillful advance planning, was necessary to overcome the many obstacles which faced the Canol Project. This leadership was ably maintained and made the job possible. Too much credit can not be given to the individual workmen who drove "cats" and trucks at temperatures as low as 35 deg. below zero. All those associated with the Canol project can look back on a job well done in spite of what many said were insuperable obstacles.

R.A.F. Transport Has Huge Task

Speaking at a dinner in Montreal, Air Vice-Marshal R. L. Maritz, C.B., D.S.O., officer commanding No. 45 Atlantic (Transport) Group, R.A.F., revealed that civilians wishing to fly the Atlantic new would have to place their applications with the Department of Transport due to the heavy demands made on the service.

The Transport Command, he elaborated, is responsible for the establishment of the British Empire's strategic air routes, and also the ferrying of planes and the reinforcing of units over a world wide area. In ferrying the planes are brought back, but in reinforcing, planes and crews stay at their destination. He said that the Ferry

Pleasant Note

It is pleasant to note that no voice has been raised against TCA during the long House debate on civil aviation matters. It would have been a bad thing for Canada if any attempt had been made to use this exemplary public service as a political football.

Command had already taken supplies and troops into Italy and recently for the first time brought back wounded from the fighting front by airplane.

As an indication of the amount of work being done, he gave figures on the freight and mail carried. In the past month, 800,000 lbs. of freight had been delivered and 100,000 lbs. of mail. Chief danger of the trans-Atlantic flier is still icing, he declared, but plane losses are under 1 per cent after take-off from Newfoundland.

Scenic Alaskan Photos Allowed

The sale and dispatch of mountain types of scenic post cards and photographs made on the Alaskan mainland and Kodiak Island are permitted under current Alaskan Department policy.

Under a modified policy, pictures of purely scenic views, street scenes, mountains, water and sky line, including aerial views of Alaska cities and towns east of Longitude 162 degrees west, may be sold and dispatched providing they were made before the beginning of the war and also providing that no military installations or panoramas of extensive shore lines leading in- in and showing harbors and dock facilities are included.

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Was Great Feat

Imperial Oil Co. Airmen Fashioned Own Propellor

One of the most famous feats in the annals of Canadian flying was performed by the crews of Imperial Oil planes which flew a party of geologists into Norman Wells in 1920. This feat was the manufacture of a propellor from oak sleigh boards and moose-hide glue to replace a propellor broken on the trip.

The two planes nicknamed the "Rene" and the "Vic" took off from the Peace River on the morning of March 24. Poor visibility and blizzards conspired to delay the trip.

DISASTER STRIKES

Then at Fort Simpson near disaster overtook the flyers. The Rene plowed into a snow drift on landing and broke one of its skis and its propellor. The engine of the Vic had developed a bad knock and it was decided to transfer its propellor and skis to the Rene and fly it to Fort Norman. Then bad luck struck again. Hardly had the Rene reached an altitude of 50 feet when she stalled and crashed again, breaking the other propellor. By an amazing stroke of fortune the skis were practically undamaged, but this was scant consolation to the flyers who faced the prospect of waiting five months until navigation opened when they could send to the base for a new propellor.

With true bush-flyer ingenuity, they set to work in the workshop of the Mission at Fort Simpson, using oak sleigh boards and moose-hide glue for materials, and parts from the broken propellors as a pattern. Finally the propellor was completed and to the gratification and amazement of all it worked perfectly.

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From the SUB-ARCTIC to the TROPICS

THE building of the Alaska Highway, now largely accomplished, but once described as "an engineering monstrosity impossible of completion", required that practically all labour and equipment be brought from distant centres.

But financial equipment was already there at the two working bases—Dawson Creek, B.C., and White Horse, Y.T., where The Canadian Bank of Commerce had long-established branches able to provide all the banking services required.

In far-off Trinidad the Port of Spain branch of the Bank provided similar banking services for the builders of a great new naval base there.

Thus from the Sub-Arctic to the Tropics runs this Bank's network of vital war services, extending throughout and across Canada, to New York and the Pacific Coast centres of the United States, and supplemented by the facilities of its correspondents in all major bases of the United Nations.

This banking service, which has been so valuable on such widely separated projects as the Alaska Highway and the Trinidad naval base, is available to all classes, including farmers, workmen, dealers and industrialists, wherever this Bank is represented.

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THE CANADIAN BANK OF COMMERCE

S. M. LOGAN President
A. E. ARSCOTT, C.B.E. Executive Vice-President
S. M. WOOD General Manager

OVER 500 BRANCHES IN CANADA AND ABROAD



WAR is largely a problem of getting men and supplies to the right place—at the right time—and in sufficient numbers. Small wonder then that the war needs of the United Nations have made heavy demands on Canadian Pacific's world-wide transportation facilities!

Since the outbreak of war, Canadian Pacific has carried—on its rail lines alone—double the freight traffic and three times the passenger traffic of a comparable prewar period.

This has been done with restricted motive power and rolling stock...and with a personnel depleted by the enlistment of approximately 18,000 employees in the armed forces. At the same time, Canadian Pacific has continued to provide transportation for essential civilian travellers...and for vital raw materials and finished products.

With the dawn of Victory, Canadian Pacific is planning to provide you with pleasure travel facilities on a new scale of comfort, convenience and speed.

There will be new, improved locomotives and coaches...parlor cars... sleeping cars...diners; improvement of road-bed and track! Stations and hotels will be renovated...and a new fleet of ocean vessels will replace those lost on war service.

In carrying out these plans, Canadian Pacific—itsself a product of free enterprise—will play a big part in providing direct and indirect employment and prosperity for independent, freedom-loving Canadians all across the Dominion.



Canadian Pacific
WORLD'S GREATEST TRAVEL SYSTEM



U.S. Air Transport Had Great Role in Canol Project

Alaskan Wing Skytrains Kept Men, Food, Equipment Flowing Into Northland

Although he was born in California, Lt.-Col. Donald G. MacDonald, who wrote this article exclusively for The Edmonton Bulletin, spent his boyhood in Granger, northeast of Calgary, where his brother, William, still farms. Colonel MacDonald studied engineering at the University of Alberta in 1928-29.—Editor.

By LT.-COL. DONALD G. MACDONALD
Assistant Chief of Staff for Priorities and Traffic Alaska Wing,
Air Transport Command, U.S. Army Air Forces

In the spring of 1943, trains began rolling into Edmonton with 1300 Americans being recruited at Des Moines, Iowa, to work on the upper end of the Alaska Military Highway.

They were drawing their pay while enroute. Aside from the desirability of getting these men to Alaska as speedily as possible, there was the question of saving the taxpayers' money.

The Alaskan Wing, ATC, was called upon to do the job. We packed them into transports and moved them northward as fast

as the contractor could recruit them.
It took about 10 hours to fly each man from Edmonton to Alaska. The alternative would have been

Heads Priorities



Lt.-Col. Donald G. MacDonald, assistant chief of staff in charge of priorities for the U.S.A.A.F. in Edmonton, has a big job keeping supplies moving by air for north defence projects.

First Geologists Flying to North Had Close Shave

On May 27, 1938, a low-winged monoplane took off from the river at Fort Vermilion. Carrying imperial oil geologists, and flying at a lumbering 85 miles an hour, the plane landed four days later at Fort Norman. It was the first flight to Norman, and it very nearly ended in a tragedy.

At 5:30 p.m. on May 21, the plane was circling above Fort Norman, and flags were being raised by the post manager there. From above, the water looked as smooth as glass.

PLANE STRIKES WATER

Something went wrong in the landing. Perhaps the pilot misjudged the distance. The plane struck the water sharply, and the right pontoon was cut through like an egg shell by the struts. The pilot and passengers scrambled out of their seats and outside the cabin. The right wing, which was resting on the water, began filling up and the machine began to list slowly. Fortunately, the river was shallow enough at that point to let the wing rest on the bottom of the river.

Canoes hurried out from the post and rescued the passengers, and their baggage.

craft. Items included structural steel for buildings, gasoline storage tanks, construction equipment for bridges and coal for use in blacksmith forges. At one critical time, the hospital at an Alaskan outpost burned down and 24 hours after word was received in the United States complete new equipment was enroute from St. Louis by air, and was delivered before another 24 hours had elapsed.

TRUCK IS CARRIED

Once a gasoline truck had to be transported to a point which could not be reached by road. The truck was dismantled but still would not fit into the cabin of an airplane. There was only one answer, the chassis of the truck was cut in two and the parts flown in separately, after which they were welded together and the truck reassembled. A similar operation had to be performed on a caterpillar tractor bulldozer, which was needed to prepare a flight strip in a remote spot. Bags of cement, three tons at a time, were flown from Fort St. John to Fort Nelson to lay a concrete parking strip at a point where no other material would serve the purpose.

When water navigation was suddenly stopped by an early freeze-up, the Wing was called upon to take over the transport of supplies for the Canol pipeline project. This involved flying in temperatures as low as 72 below zero. Men who loaded the planes and tied down the cargo froze in their fingers. Heating systems in the aircraft failed and pilots, although warmly clothed, suffered extreme hardships. Mechanics had to service aircraft in the open without protection from the cold winds.

PRIORITY SYSTEM

All the above conditions existed at a time when the Wing had at least three loads of cargo and passengers for every plane available and, as a result, a strict priority control system had to be established. Combat material was necessarily given top priority, followed closely by construction projects, which would eventually relieve some of the strain upon the air transport facilities. The opening of the Alaska Military Highway resulted in diversion of the less critically needed items to surface transportation. Each passenger and each pound of cargo flown by the Wing must have an established priority, and priority will be issued only when it is definitely proven that the transportation is essential to the successful prosecution of the war, and that no other means of travel will suffice.

Beautiful North Lake



Rivalling the famed beauty spots of the settled areas of America are many scenes of natural magic such as Fuller's lake, pictured above, along the Canol pipeline in the once remote northwest. The lake was named after Kent L. Fuller, U.S. surveyor, by Guy H. Blanchet, who was in charge of the task of finding a route for the pipeline.

East Base Men Autograph Bomb

"Herr Reichlegruber. May all the little red devils of Hades chase you over the hills of damnation for eternity" signed "Susie Que Jones," could be a typical endorsement penned on the 100-pound incendiary bomb located in the Finance Office at East Base.

The privilege of signing this gift to make Hitler's war a little hotter was granted to all those making cash purchases of War Bonds at East Base. This outlet for expressing personal grudges against the Third Reich is part of the Fifth War Loan drive presently being conducted by the personnel at East Base.

During the month of June, a goal for civilians of 40 per cent of the total payroll was set. This percentage includes the 10 per cent pay deduction, the rest will be invested in cash purchases.

The ears of an African elephant are large, while those of the Indian variety are comparatively small.



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Pratt-Whitney Power Output Is Staggering

One handicap faces a writer who visits a war plant to which the U.S. Government has given a priority rating exceeded by no other, and matched by few. When a plant is in such a classification, the work it is doing is so important and so unusual that most of the facts about it are arbitrarily listed as military secrets.

Limitations of this kind control what can be said about a day spent late in April as guest of the United Aircraft Corporation at the firm's vast new Pratt and Whitney plant at Kansas City, Mo., which produces an engine type so new that not one has yet been in action, but so mighty that the demand for it is insatiable.

But some facts about the operation tell their own story, require no amplification. For instance:

THIS IS POWER

Engine output capacity at the plant is rated at 3,000,000 horsepower per month—evidence enough that it is one of the largest aircraft engine factories in the world.

With a power-weight ratio that is described as "unmatched," the engine is so powerful that a bomber equipped with four of them, operating at open throttle, would consume 1,000 gallons of gasoline per hour—hinting what U.S. officials mean when they call the R-2800-C the "hottest thing in aviation."

In connection with those three million horses, a remark by Brig. Gen. Edward S. Perrin, of the U.S. Army Air Force, arising from the inspection tour, deserves mention. He said:

"Air power is world power and it is clear that horsepower is air power."

Judged in that way, the new Pratt and Whitney plant, sprawling over more than 380 acres outside Kansas City, is one of the mightiest accumulations of "world power" ever brought together in any one place on earth.

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its service to keep pace with changing business.

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Good Air Route to Alaska Ready When Japs Struck

Fleet Aircraft

Profits Sagging Over Last Year

While Fleet Aircraft Ltd. Fort Erie, records a higher operating profit announced at \$610,250 against

income and excess profits taxes increased from \$186,057 to \$276,189. Working capital showed a gain to \$1,807,127. In 1942, it was \$1,402,079.

Dividends paid in 1943 amounted to \$47,572, with none paid in the previous year, leaving a surplus at the year's end of \$641,094 against \$523,080.

The largest steel propeller so far spans 16-3 feet.



Flight of ten Martin Bombers blazing the route to Alaska in 1934, photographed at the Edmonton Airport.

PIONEERS

Recording the Progress of the North West with Photographs

MOTION PICTURES—PORTRAITS
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Canada Speeded Building Of Vital Strategic Bases After Outbreak of War

The Good Neighbor policy in action probably saved North America from the horrors of invasion by the fanatical Japanese. Bush pilots, like Grant McConachie, Ted Field and "Wop" May, discovered and developed the aerial highway to Alaska. The Canadian government had just started to develop the route along modern lines when the Second World War started. Instead of halting work on air bases along the route because war in the Pacific seemed remote, Canada's government wisely speeded up the task. As a result of this foresight a fairly good chain of bases was ready when the Japs struck their treacherous blow at Pearl Harbor and Alaska and the Northwest lay open to attack.

The route was speedily utilized to rush fighting aircraft and personnel to the Northwest for the defence of the continent. In the following article, written exclusively for The Edmonton Bulletin, Hon. C. G. Power, M.C., Canada's national minister of defence for air, describes the vital role played by the aerial route in the Pacific War.—EDITOR.

By THE HONORABLE C. G. POWER, M.C.,
Minister of National Defence for Air

Canadian bush pilots set the pattern for the Northwest Staging Route in the early twenties. They flew by the seat of their pants and everything was simply "down north". Today's transports ride the beam from Edmonton to Alaska, with emergency strips dotting the flyway between fields and "down north" lies the lodestar of Canada's glittering future.

In 1939 airfields were authorized at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake and Whitehorse. Survey parties were still in the field at the outbreak of war. Instead of abandoning the project, the government decided to expedite its completion. Subsequent events fully justified this decision.

READY IN 1941
When the United States entered the war in December, 1941, Canada was able to provide an airway to Alaska, relatively free from danger of enemy attack.

Incredible difficulties were surmounted in construction of facilities at Fort Nelson and Watson Lake. Mountains of supplies had to be moved hundreds of miles through very difficult country. Seven months after contracts were authorized, the airway from Edmonton to Whitehorse was usable by daylight. By the end of 1941 the radio beam was in operation from Edmonton to the Alaska boundary. The Alaska Highway was routed to connect the main airfields. Thus progress on staging route development facilitated the highway project and the reverse was true as well. The undertakings were complementary.

STUDY EXPANSION
Under war's compelling pressures, the scope of operations on the staging route went through a continuing process of expansion. While some of that expansion was

Air Minister



Hon. C. G. Power, M.C., Canada's national minister of defence for air, who tells of the role of the Northwest Staging Route of the R.C.A.F. in the Pacific war strategy.

due to Canadian needs, much of it was the result of American suggestion. The Canadian government, however, has insisted that wherever permanent facilities or improvements have been developed directly from a request of the United States, the cost will be borne by the Canadian government. This decision affects all fields on the Northwest Staging Route, the Mackenzie River route and all other air route installations built by the American government in the Canadian northwest, according to agreements reached between the two governments from time to time for the joint defence of North America.

Canada's share of the Edmonton to Alaska staging route will cost about forty-six million dollars. In addition there is the six million dollar cost of flight strips along the Alaska Highway, and two million dollars cost of flight strips along the Mackenzie River route. In the past two years, Canada has also spent about four and a half million dollars on improvements to three airways, one routed through Kamloops and Prince George, another through Lethbridge, and a third through Regina.

R.C.A.F. IN CONTROL

Control of the airfields along the Northwest Staging Route was assumed by the R.C.A.F. in September, 1942. The R.C.A.F. now directs the chain of airports, from Northwest Staging Route headquarters at

Watson Lake's Only Married Couple



With an R.C.A.F. Communications Flight machine from Northwest Air Command in the background, only married couple at the R.C.A.F. station at Watson Lake, cool both heels and toes in the lake waters. The pair

are Flying Officer Gordon Nimmons and Mrs. Nimmons. Mrs. Nimmons is the former Mary Macdonald of Edmonton. FO. Nimmons comes from Lethbridge.

Edmonton. The Department of Transport still provides meteorological services, and operates and maintains the radio range stations. Department of Transport engineers continue to be stationed at each field along the route to co-ordinate new undertakings. Airway control towers are staffed by R.C.A.F., which also handles maintenance and repair work, snow removal, security, and operates an airway traffic control system for all planes using the route.

ALL-CANADIAN ROUTE

In short, the Northwest Staging Route is an all-Canadian route, owned and operated by the Canadian government. With the co-operation of the United States army engineers and workmen, it was built and developed by Canada.

The total cost of the Northwest Staging Route, borne by Canada, up to the end of 1943, will be about forty-six million dollars, but wartime development of Canadian northwest airways will cost about \$38,500,000.

This route is the main artery for air traffic between the United States and Alaska, and to north-eastern Asia. Its facilities will handle the maximum traffic that we can forecast at present. The route will form a vital part of Canada's stake in the future of international aviation.

On December 31, 1943, the Canol road was completed and on February 18, 1944, the final weld was made in the 595-mile pipeline.

Passenger Traffic On C.P. Airlines Shows Advance

The Canadian Pacific Air Lines' traffic report released from system headquarters in Montreal shows that passengers carried during the first three months of this year totalled 22,463, an increase of 65 per cent over the same period of last year. The goods carried totalled 2,430,640 pounds, a decrease of 16 per cent, and the mail amounted to 494,278 pounds, a decrease of 22 per cent from the preceding year.

The passenger miles flown amounted to 6,229,600, an increase of 69 per cent, and the mail pound miles were 206,288,000, reflecting a decrease of 7 per cent.

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WRITING NEW PAGES IN THE BOOK OF HISTORY OF

La Province de Québec

CANADA



Famous to many thousands for its Old World hospitality and unspoiled way of life, La Province de Quebec has added a bright new chapter to its 300-year old history. A chapter of war...

The French Canadians who fought side by side with their English-speaking comrades at Dieppe and other world fronts are symbolic of the spirit of all our sons who are today serving Canada. For those at home are busy launching ships and building planes, producing munitions and equipment in an ever-increasing stream. This peacetime playground is at war.

This year again, our friends from all over Canada and the United States will not be able to visit us as freely as before the war. We will miss their company. Those who are fortunate enough to visit us on business are warmly welcome, as always. And to our visitors of former years—as well as those who look forward to discovering this grand old vacationland for the first time—we extend a hearty invitation to vacation with us in La Province de Quebec when Victory has been won!

Through its executive departments of government, La Province de Quebec has reflected its growing share in the war effort of Canada and the United Nations... through the efforts of her sons and daughters at home and overseas.

The Department of Agriculture has called on the farmer for maximum production, and that call has been heard. Acceleration of output has far exceeded the most optimistic estimates. War products of

animal origin are being stressed — bacon, milk, butter, cheese, eggs, wool, in particular. The production of flax is also being tremendously stimulated. The Quebec farmer is to be highly congratulated for the courage, perseverance and patriotism he is demonstrating, under the splendid guidance of this government Department.

The Department of Roads has concentrated on the building and maintenance of important military and strategic highways in the Province.

The Department of Public Works has built and maintained important bridges, all over the province, and all tolls over bridges have been abolished.

The Department of Lands and Forests reports that the huge Crown forests of the Province are supplying pulp, paper and lumber industries in Canada and abroad with tremendous quantities of products. Hydro electric development represents now 5,967,500 H.P. while the total possible development is 17,000,000 H.P.

The Secretariat of the Province, through the Aid to Youth Service, is directing its efforts to provide trained and specialized labour for Canada at war.

The Department of Health has announced that during the past year our infant mortality has shown

a marked drop, while the Province has also shown the lowest mortality record in fifteen years.

The Department of Commerce and Industry, in war as in peace, has continued to give added impetus to the manifold trade relations of the Province.

The Department of Labour and Mines has done its proverbial yeoman service in employer-employee relations, with efficiency and dependability of the labour market a continuing splendid result. In the mining field the Department's controlling policy has been primarily that of turning mineral production to war needs. The supervision of old-age pensions, allocations to needy mothers, pensions for the blind, and other means of public relief is another contribution of this important Department towards uplifting the public morale.

The Treasury Department, in supervising the Province's finances, collecting Provincial Revenue, and controlling the budget has passed a year of constant activity in service to a people devoting all its energies to the prosecution of war. A substantial surplus has marked the closing of the financial year.

The Tourist and Publicity Bureau, largely cut off from any possibility of new expansion in outside-Canada traffic, is devoting itself to the consolidation of its splendid position in that field, and stressing the promotion of inter-provincial understanding and

goodwill. This latter item of policy is expected to do much towards the promotion of that Canadian unity from coast to coast which Quebec holds to be perhaps the greatest of all factors in both the present and the future weal of our Dominion. Quebec City this year had the honor of being chosen as the meeting place of the National Tourist Convention.

The Executive of La Province de Quebec, in the effective direction and co-ordination of our governmental activities, has had close and constant experience of the Province's great and many-sided war effort. Through the officers and heads of executive departments, it has implemented and accelerated our work in furnishing materials for war, men to the armed forces, and dollars for Victory through War Bonds and Certificates. An extensive plan has also been delineated for post-war development and reconstruction.

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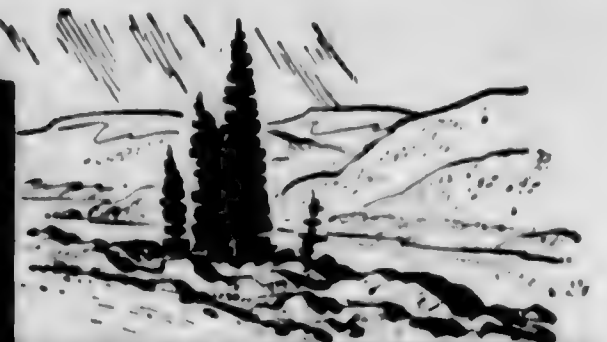
Clear-tracked in high priority freight cars, the grain speeds to the seventeen acres of incredibly efficient distilling equipment at one of Canada's most modern distilleries, on the banks of British Columbia's mighty Fraser River.

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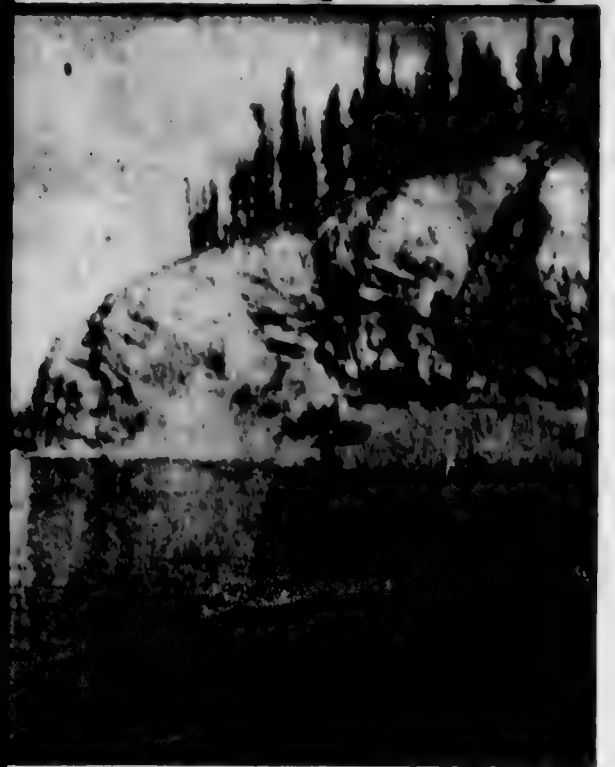
'And "all-out" production is no glittering generality here—alcohol for victory pours from this war-gearred plant without a moment's pause, twenty-four hours a day—every day in the year. More than any other similar plant in Canada.



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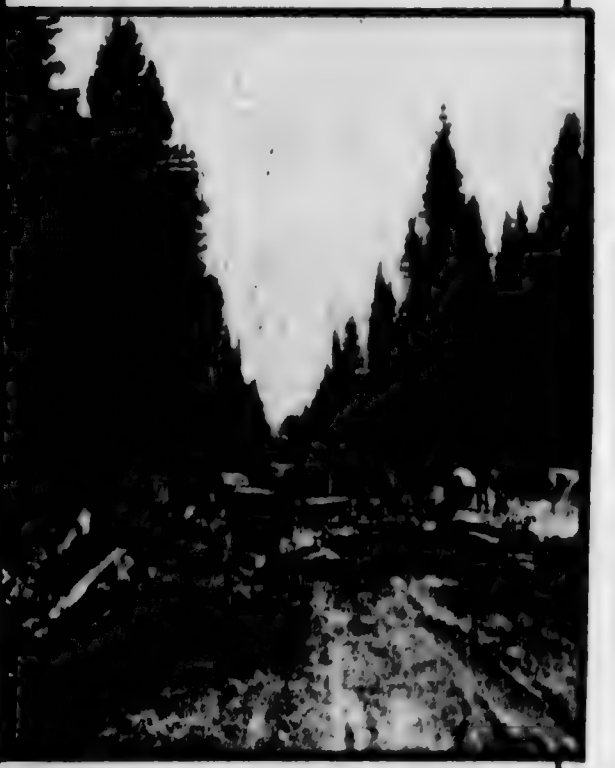
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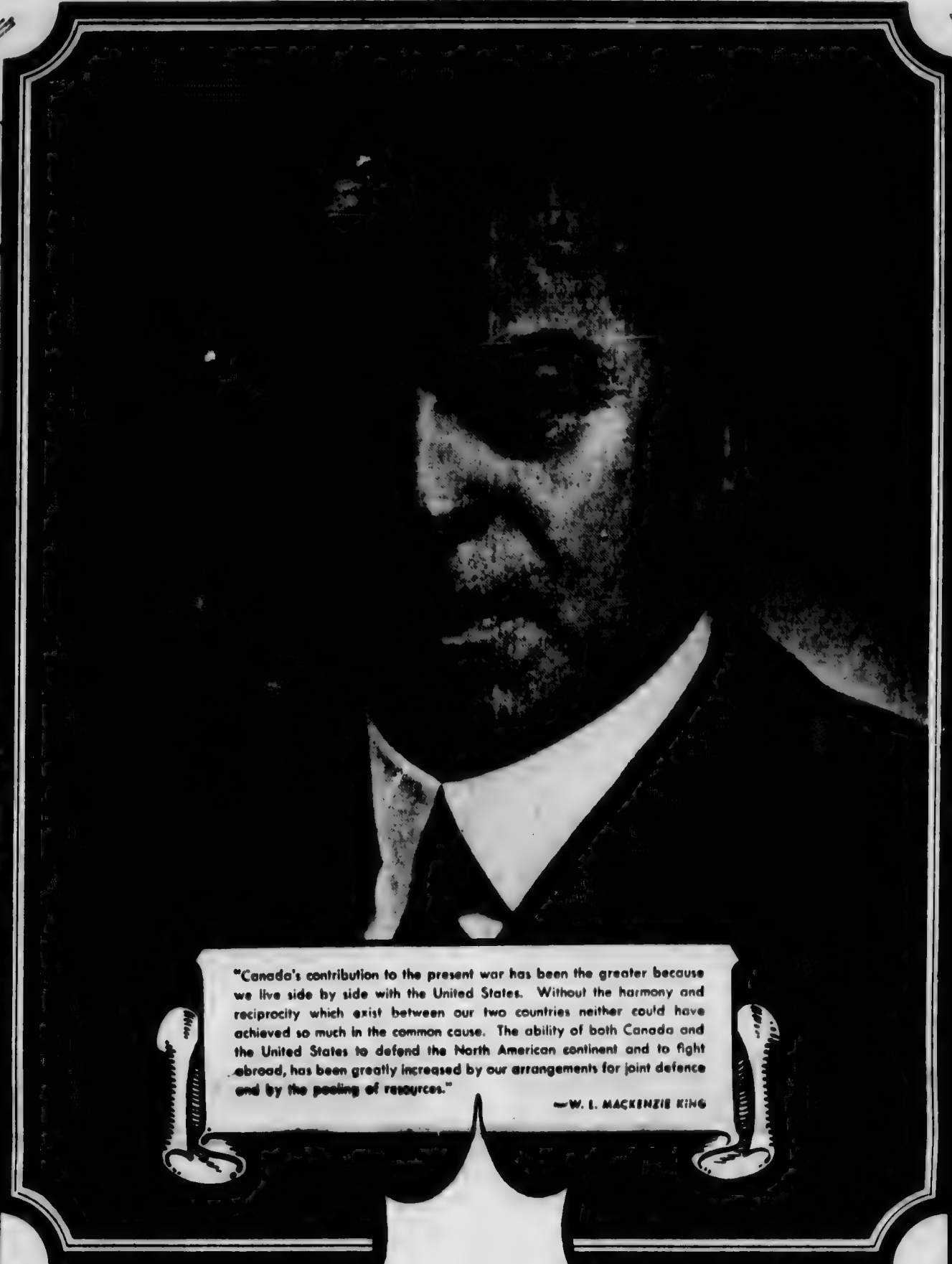
BULLDOZING THROUGH FORESTS



BRIDGING NORTHERN RIVER



EARLY PIONEER ROAD



"Canada's contribution to the present war has been the greater because we live side by side with the United States. Without the harmony and reciprocity which exist between our two countries neither could have achieved so much in the common cause. The ability of both Canada and the United States to defend the North American continent and to fight abroad, has been greatly increased by our arrangements for joint defence and by the pooling of resources."

—W. L. MACKENZIE KING

Photo by KARSH

Edmonton

CROSS-ROADS OF THE WORLD

WHERE THE ALASKA
HIGHWAY BEGINS



WINTER HIGHWAY SCENE



ALONG ALASKA HIGHWAY



Courageous Surveyors Found Route for Oil Pipe Line

G. Blanchet Tells of Trip Through North Fastnesses; First White Man There

Man's willingness, his very eagerness in fact, to investigate and explore the unknown have raised him above the lower animals. Man's burning thirst for new knowledge, his inherent desire to tame the untamed, to bring order and utility to the chaos of the physical wilderness in all parts of the earth, have been for him dominion over all other forms of life.

The explorer and the pioneer leave eternal monuments to their heroic exploits in every thriving city, every cultivated countryside, and each gleaming ribbon of highway that spans the mighty distances of the earth.

In the building of the great Canol pipe line another bright chapter in pioneering courage and determination was written.

—EDITOR.

As the swift aerial destroyers bound for Allied war fronts in Europe and the huge sky transports of the U.S.A.A.F. and the R.C.A.F. roar through the northwestern skies fueled by high-octane gasoline from the rich Fort Norman oil fields, they are doing so because of the grit and determination of many thousands of Americans and Canadians.

United States Army Engineers, white and colored, and civilian workmen of both nations braved the severe wintry conditions of the sub-Arctic to complete the

Blazed Trail



Guy H. Blanchet, famed Canadian surveyor, who found the route for the great Canol pipeline through country never before traversed by white men.

There is glory, and more than enough for all.

But the success of the entire project depended from the outset on a small band of gallant pioneers of

which little has as yet been written. These are the members of the preliminary survey parties headed by Guy H. Blanchet, shy, sturdy little Canadian, who directed the survey for the route finally selected after many heart-aches.

Mr. Blanchet, who now resides at Victoria, B.C., was employed by the firm of J. Gordon Turnbull, Sverdrup and Parcel, designing architect-engineers for the Canol project.

Born in Ottawa, Blanchet is a graduate of McGill University. He is well known in Edmonton, having made many surveys for the dominion government in the Great Bear Lake and other northern areas while employed by the dominion government.

He was a captain of artillery in the Canadian Army for the first 24 years of the present war.

TWO CHIEF ASSISTANTS

Assisted by Kent L. Fuller, an American surveyor and engineer, and Gerald D. "Jerry" Murphy of Edmonton, the survey parties headed by Blanchet, struck through country that no white man had set eyes on before.

Indian natives, who heard their fathers and grandfathers tell stories of a trail through the great mountains to the west, gave valuable assistance.

The survey was made during the coldest winter in 35 years.

Added to the cruel hardships of breaking trail through the unknown wilderness of mountain, timber and plateau land were the perils of the trail.

Complete change of route was announced and it seemed as if the heroic struggles of the survey groups had been made in vain.

But a new analysis won out for Blanchet, Fuller and Murphy. Presented to readers of the Edmonton Bulletin for the first time is the diary of Guy Blanchet, his daily jottings concerning his first journey afoot from Norman Wells or Camp Canol, to Sheldon Lake, a distance of more than 280 miles.

The trip was made at the start of the bitterly cold winter of 1942-43.

The perils of the trail were many, with food shortages, exhaustion and wolf packs added anxieties to bitter cold.

Although the daily notes of Blanchet are crisp and to the point the soul of the poet is discerned as well as the hard determination of the explorer.

The beauties of the wild moonlight sub-Arctic night seemed to justify the weariness and despair of the long trail to Blanchet.

The graphic day-by-day story of that first journey afoot to find a route for the great Canol pipe line, follows in the diary of Guy Blanchet.

Canol Survey Party on MacMillan River



Members of the Kent L. Fuller survey party are shown above at the headwaters of the MacMillan River at the height of

land about 375 miles northeast of Whitehorse. The crossing was made for the first time on July 9, 1943.

OCTOBER 8—Flew from Smith to Canol (B.T.X.-Gilmore). There had been a fatal accident hauling the pipeline across—two men killed by a cable. There was a strong, cold wind and I was told it was a year ago ice was running at this time.

I found the party camped on the beach—completely demoralized. They were boarding with contractors and doing kitchen duty. Landing—Cable. Seabury & Grafe.

OCTOBER 9—Flew to Norman and arranged with Fred Andrew about the trip to Sheldon. His wife had made my outfit moccasins, mits and snowshoes. (Andrew was an Indian.)

OCTOBER 10—Plane called for me in the afternoon. Link was aboard. We visited one of his parties on Oil Exploration and then flew along pipeline route looking for Seabury—unable to trace them.

Dr. Theodore Link, geologist, is the Link mentioned. In the evening the men asked me for an interview and I had to answer many questions. Gave them some reassurance. Much of the trouble is confusion army-contractor and ourselves.

OCTOBER 11, Sunday—Crossed to oil well. Inspected bank sites and discussed situation with Captain Price. Set up my own tent.

OCTOBER 12—Storm at night blew tent down and sand into everything. This is a miserable camp site.

Moved tent into woods. Seabury and Grafe returned in evening report hard trip but succeeded in crossing Carcajou.

OCTOBER 13—Col. Wyman and J. G. Turnbull arrived. Discussed my trip to Sheldon Lake. Cold and dull. (Col. Theodore Wyman of the U.S. Army was division engineer for the Northwest Division at that time.)

OCTOBER 14—Colonel's party left. J.G.T. assured me that there would be no failure to meet me at Sheldon—he himself would come—Dec 1.

Moved party from contractor's mess, reopened our own. Reorganized camp and tried to give Wells assurance and sense of responsibility.

Sent Bell to oil well.

WINTER COMING SLOWLY

OCTOBER 15—Winter coming slowly—mid-a little snow on frost in the ground.

OCTOBER 16 to 24—Slowly organizing Fred and Paul arrived

with dog team on 18th. Fred and Edward and George left for their camp 10 miles upstream on 20th to get gear and try to get another dog team. Snow and cold the 21st and 23rd but light.

Strong wind on the 24th: ice running. All boats put into winter quarters.

Distributor and MacKenzie River in lee of Bear Island.

OCTOBER 25—This day (Sunday) we set out by moving cat and trailer 7 miles to end of road at Heart Lake where we camped.

OCTOBER 26—Moved camp across Flint Creek in the morning (4 miles), and 2 sleighs in afternoon back for cache.

OCTOBER 27—Moved 8 miles to Carcajou ridge. Hard on men and dogs.

The men getting discouraged with heavy sledding. Could not get cache up. Say too hard on dogs and sled.

Decide to move to Carcajou and wait there for snow if necessary. Next day to move up with Jge and Ted. Told Fred he and George for cache trip. Fred sulky losing face with others. Stuck to my point.

OCTOBER 28—Heavy wet snow at night. At least the cover problem easier.

We all got soaked by wet snow. Moved to Carcajou. Good approach by Spearing Creek. The valley unexpectedly wide some 125 feet deep. River divided about large island and sandbars about 1 1/2 miles in extreme. Camped on island. Ice thin some parts open. Main stream still open channel.

OCTOBER 29—The rest of the party moved up. Decide to raft the open water. Still mild.

OCTOBER 30—Gathered raft logs with dogs. Quite exciting crossing. One sleigh and dogs and three men a trip. Fred showed up well. Moved a couple of miles. Woods thick and snow laden and

vet. We have talked over the entrance to mountains. The Indians follow the ice of Sheep's Nest River through the Canyon. I do not like this. Paul and Joe say there is a pass South of Sheep's Nest Mountain and decide to try this.

OCTOBER 31—Paul and I cut trail. This climbs the bench above the river and heads up the slopes at steep grade. Timber very thick, making work slow. Lost and found barometer.

After lunch, trail became mountainous, passing East and South of Sheep's Nest which was lost in mist.

We camped at a clump of dwarf trees which Paul said was the last. Made open camp. Clear bright night with the mountain rising behind us.

NOVEMBER 1—Mist heavy on upper slopes but mild. We climbed to a saddle which Paul said was the summit.

Saw sheep tracks. Made a fire while Joe and Paul looked for a way down to Sheep's Nest River.

The mist thinned and thickened giving views of the mountain peaks about us. Snow wild rugged country. Snow very light and in places country strewn with shale and sandstone—very hard on toboggans.

When the boys returned they reported impossible to follow down the pass as creek open. Worked down mountain slope to lake more than a mile long then over to river. Camp on a rock bluff 90 feet above it. The river bed is some 200 feet wide, 2 small streams and boulder bars high rocky banks little ice.

BEAUTIFUL CANYON

NOVEMBER 2—The boys asked for a day to hunt sheep and dry harness. Paul and I went downstream to examine the canyon. Edward, Fred and Ted hunting upstream. Joe off to the south George in camp.

The river drops steadily and enters the canyon with almost vertical walls hundreds of feet high. The river is so small that a road can be built on its bed. Scenery wildly grand. A few miles down Paul saw a ram on a rock slide. Fired 6 shots and got it. Hard climb then packed the meat down.

I decided that unnecessary to go further and returned to camp. Paul and George packed the meat in.

Other hunters, straggled back

Ted had seen nothing. Joe had killed three sheep. Fred and Edward nothing. Joe hauled his meat in. There was a fresh meat gorge. The sheep relieved the dog food situation.

NOVEMBER 3—Away early. Bad crossing past open water. Went through upper gorge—the Devil's elbow. The river widened to what may have been a lake and then forked. We followed the small southern fork. The steady climb brought us to small trees. The river bed was full of stones which were hard on toboggans.

Had lunch near head waters and then through sharp narrow valley to where it swings off to the south. Paul led the way by steep climb up a saddle.

The upper river and the climbs are bad but they say there is a better road by north fork.

The saddle is bare but the west slope is well timbered. We followed this down, picked up the head of a small stream and held it to camp.

From the saddle Paul pointed the road across an upland and to a distant peak with Falls Mountain to the South.

The weather turned a little cooler and clear. We had to swing southward along our creek. Paul says they cross the ridge to the West but it is steep. We continue to a fork with a larger stream and climb there.

NOVEMBER 4—We followed the stream to where it runs into Mountain Closing River, a fair site with strong water. Searched 'till we found an ice bridge and crossed. Climbed out of the valley to an extensive plateau where lunch.

We continued across the plateau cross-crossed with caribou tracks, picked up a stream and followed up it. In the late afternoon reached its head beyond which is another high saddle. We climbed this but found the drop on the other side impossible. Very hard on dogs. Saw fresh grizzly track there. Back tracked to a fork in stream. Paul said he had made a mistake.

SIGNS OF WOLVES

NOVEMBER 5—Paul went ahead up North Fork and we followed. Saw a fresh caribou kill and tracks of two wolves.

Met Paul returning. He said this pass was good. This completed the road he had undertaken to show us and he wanted to return. He agreed to act as guide with Wells 'till Joe came back.

The pass proved fair on the other side, crossed Stony Creek and over sloping high bench reached back from Carcajou River. Splendid location though covered with tundra and small spruce.

Lunch at Deep Creek Valley, continued to Carcajou. The river is open and we had to follow backwaters and boulder bars.

NOVEMBER 6—The lack of snow and open water are delaying us and making progress slow. Continued chiefly on bars. I drove Edwards' dogs and strained a foot between toboggan and a boulder.

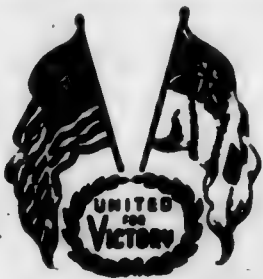
Continued to The Castles—two conspicuous mountains where we have to cross to south side. Ice flooded and an open channel. Fred found an ice bridge. His sleigh got into deep water and his and my outfit wet. Fred's leader plunged into open river—hauled him out. Finally all across—then ice bridge went out.

I made a splint for my foot. had to climb above a cliff then back to river better going—two fair streams from south. The river swings northward about a mountain. Passed an open "hot springs". Fred pointed to what he said was a better road by the Fox Plains which avoided some bad river joined our road farther up. I left a note there.

Continued on Page 3, Col. 1

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G. Blanchet Tells of Trip Through North Fastnesses; First White Man There

Continued from Page Two

Made camp at the upper canyon. We cut down to one tent—very crowded. Set two stoves which made it comfortable. Decidedly cold night.

I am beginning to worry about too many men and dogs to feed. We must cut down soon which means Ted and Joe.

NOVEMBER 7.—Mild and misty. We were away early. The ice was generally fair and we followed it. Above the restricted portion the valley widens into what was a lake at one time and into this the two headwater streams flow. Bluefish (Baistad) from the Southwest and a smaller stream from the North. While we were proceeding along this stretch Ted shouted "sheep". A band of about 30 was feeding on a grassy plain bordering the river. They took off and we stopped. Joe went ahead with two dogs to stop them while we made a fire and the inevitable meal.

After an hour of so Edward and I went on, George hunting and Ted waiting. I drove George's dog. Trouble with flooded ice. Travelled to near the head of the old lake and made camp. Fair timber with much old cutting. This stretch is wide, chiefly boulder bars. To the South a range of conical, crumbling, mountains lie between the river and Fox Plains. The Northern mountains are more solid and to the West is a high white range. The hunters returned—no luck. Joe's leader had chased the sheep across a rock slide and torn the nails from his paws. Painful and bleeding. They told me it took a year to grow in.

Carajou River comprises the long view past The Castles. The reverse curve. The canyon. The post glacial lake.

DIFFICULTIES INCREASE

NOVEMBER 8.—There was a discussion last night. The usual story. Sleights and harness wet, dogs tired, not much meat. Reluctantly I agreed to stop a day to hunt, repair and dry. Fred off one way, Joe and George another. Ted and Edward drying and repairs.

Told Ted I was afraid we'd have to cut down the party.

In the afternoon saw Joe and George on a high saddle hauling sheep. They had two. Fred came in late. He had been far ahead and had killed a ram.

There was no cheerfulness in camp. Speaking to Fred of this he said Little Edward complaining all the time.

Fred and Little Edward are dramatic story tellers, tales of the old days. They go on and on two or three hours. The story teller's voice rises and falls to a whisper. There are long pauses. The audience listen intently. Edward interjects at frequent intervals—continues after the story is finished.

It is camp life of the Indians where a good story teller beguiled the long evening. Tales handed down and perhaps embellished. Better than books for it was entertainment for all. Fred says he heard these from his father and his two old uncles.

They go back to magic of the Medicine Men.

NOVEMBER 9.—There must have been talk of plans last night for before breakfast Fred opened up by saying if we were splitting the party we might as well here. Actually we got no benefit from extra teams and they used dog and man food and gave Little Edward more work as cook. It was only on Ted's account that I hesitated, so readily agreed that Joe and Ted turn back from here. We made hasty readjustment, said goodbye and set out. Fred, George and Little Edward with their dogs, I on ahead. Still mild.

After a couple of miles of narrow valley we broke from the hills to an extensive plateau (the one noted on our first flight). To the West is the high range. Southwest the river enters fairly high mountains with no indication of a pass, to the East are the Fox Plains, a continuation of the plateau.

The highland is stoney and the bottom a bit swampy. Trees become small and scattered. Five miles out we made tea at a clump of dwarfs and a few miles beyond picked up Fred's ram.

The mountains closed into a pass. As this narrowed one branched from the South ended at a sweep of high mountains. We followed one that turned sharply right. We climbed to the head of our stream, followed a clean pass narrow but long slopes to low mountains. A new stream started and developed rapidly as we descended. There was a high craggy mountain to the right and low crumbling slopes to left. The creek bed all rock, irregular, large fragments, ice poor and broken. Stream had been high at freeze up and had fallen. Water on ice in places. This was the stretch Fred had warned me was bad. The creek must be followed.

We travelled 'till almost dark and made an open camp on a small bench with good timber and much old cutting. Everything simpler with the smaller party.

The accident to my foot makes travel difficult. Still wearing the splint. Quite cheerful party.

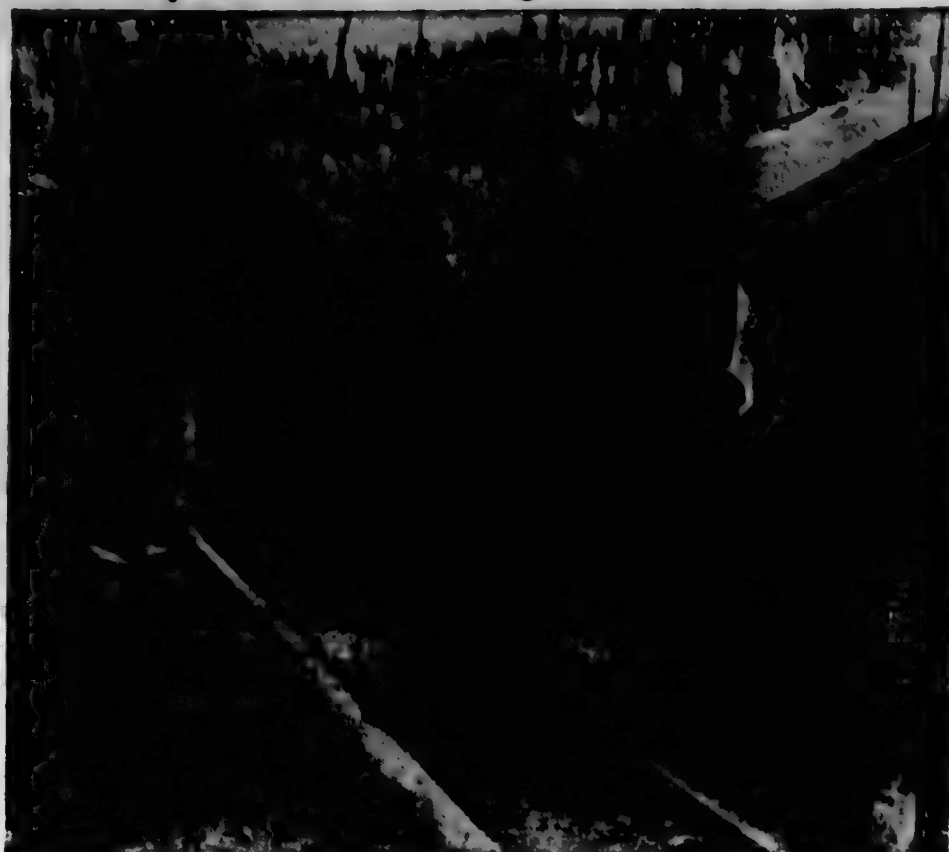
NOVEMBER 10.—Up at 4 and away with first dawn. We followed down Devil Creek a short distance when it turned S & SE dropping sharply in a narrow, rugged valley. We turned up a small branch from the West followed the upper slopes and ultimately climbed above timber to a wide pass with no high peaks. A tepee shaped one lay ahead.

We made tea mountain Indian fashion from a beehive shaped pile of green and dry willow. It was raw and hard to keep warm. The misty sky settled to a light snow storm as we proceeded.

SOME UNCERTAINTY

Fred pointed to a wide valley to the NW where he said Trout Lake, the head of a branch of Mountain River lay. As we approached Tepee Mountain he said he was uncertain of the road ahead. There was some confusion. A small

Pipeline Advances Through North Wilderness



Despite terrible weather, unprecedented surface difficulties, setbacks and heartaches, the great Canol pipeline project forged steadily ahead. Above is shown a

crew of pipe layers in a virgin wilderness 180 miles northeast from Johnson's Crossing on the way toward Norman Wells.

stream started down the slope passing South of Tepee Mountain and there were two breaks to the South-west. Finally he said he's go ahead.

He followed down a bit then up a small feeder. Everything was vague in the falling snow. Very bleak and barren with dim outlines

of mountains. We follow—I dropping behind. Our stream led to another high pass. We cross a fair lake at its head.

Fairly good going with some rough tundra. Little Edward waited for me and rode across the lake. We heard howling ahead—wolves. Presently five appeared one very large black. Edward got his rifle and tried for the black. They scattered up the mountainside and another pack ahead also appeared. We caught up to Fred who was standing by his upturned toboggan with an axe. He said 14 had closed in on him six blacks and eight yellow. The dogs had gone wild and the wolves howled when he shouted. Asked why he didn't shoot and he said "Bad Medicine".

He was very much a wild Indian and seemed to have been concerned only with his dogs. They said a wolf could always kill a dog. I wondered what would have happened if they had closed in from behind when I was far in the rear. We found the picked bones of a moose nearby.

We crossed several small lakes and followed a stream draining from them. Fred said he didn't know this pass with the large lake but that we were now on a river he remembered. I called it Deke (Wolf) River.

This picked up rapidly—the usual stony bed, and uncertain or flooded ice. A branch came in from the north and the river became more gorge-like but the valley is wide and the slopes moderate to fairly high mountains.

We reached straggling trees as dusk settled, then a small wooded bench where we made camp.

I was rather low-spirited over today's travel.

GET EARLY START

NOVEMBER 11.—Up early and away before dawn. Our river swung to SE (to Teorichie) so we left it—climbed a low hill to a pass over the divide and down along another stream—Ant Hill Mountain River.

This is similar to the others as it drops rapidly to the Teorichie.

Relay Chieftain



Capt. T. B. Coffield, officer in charge of truck relay stations and operators on the Canol pipeline service road between Johnson's Crossing and Norman Wells.

Capt. Coffield has to keep traffic rolling smoothly over nearly 600 miles of Canada's most northerly "highway."

The stony bed and bad ice made hard travel. We left it in its lower course and climbed over a shoulder of the mountain to the valley of Teorichie. This river was open—a big disappointment.

It is a good sized river in a well defined valley between high mountain ranges. There are well timbered benches with spruce and black poplar. One of the risks we had taken was that we should meet the caribou migration here.

There had been some doubt when the season proved so mild. Our meat supply was low, so it was a great relief when we saw fresh

tracks and presently a bull of the ice. Fred shot and hit him but he made off. We decided to camp while Little Edward hunted. Found a good old camp site in big spruce and soon Edward returned. He had seen three and shot one. George went for it with his dogs. Ammunition low so must be careful.

Fred says there is a better place to hunt about seven miles upstream where we leave the river. These little caribou are the same as those of the barren grounds.

NOVEMBER 12.—A very bad day, mild snowing, no visibility. The river mostly open and the banks had.

Spent a hard morning making little progress. Had to cross to south side and climb shoulders of the mountain. Reached camp early. No caribou tracks—probably open water accounts for this.

The discussion not cheerful that night. Fred at his worst, "I don't know". We decide to go on and trust to sheep and mouse.

Teorichie River divides here into three. Teorichie—north; Caribou—middle; and Bluefish—south. We follow the last. Moose do not come down from upper slopes 'till snow deep.

NOVEMBER 13.—We followed on Bluefish River. The first few miles were through narrow valley then this widened to two or three miles with moderate ranges.

Little Edward sighted sheep on the crest of a mountain. Fred climbed after them winged a young one which got away and brought down a ewe which tumbled off a cliff and rolled down a slide almost to our fire. This relieved the dog food situation a little but sheep too costly in ammunition. Little Edward showed me a stump cut with a stone axe.

We passed a vertical gorge where the river cut through a ridge beyond this is one of the post glacial lake beds. This ends in gravel, lake benches, high but scattered trees.

Continued on Page 5, Col. 1



Past

Achieved regardless of obstacle or difficulty, the mighty projects of the Alaska Highway, the Canol Pipeline, and allied northern activity, resulted in a new solidarity and brotherhood for the American and Canadian peoples.

Present

The commencement of the invasion means the final chapter in the achievement of the military objective on the path to the four freedoms and a new concept of the democratic brotherhood of man, regardless of race, creed, or color.

Future

Having completed important commitments to the northern projects, we have now assumed an ever-increasing responsibility in meeting government and civilian requirements for textiles in Canada's North-West and to meet these new demands, we pledge ourselves anew to giving our best, spurred on by the knowledge that a new and brighter day is not far distant.

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If the world of tomorrow is to know peace... all nations must be Good Neighbors

The Good Neighbor policy is no empty catch-phrase

Its application and implication is not limited to nations whose borders touch directly. Neither is it limited any longer by geographical considerations. Modern science has pointed up the great scriptural truth that . . . "God has made of one flesh, all people that dwell in the earth . . ."

Nations—all the nations, will know, must know, in fact, that to be other than good neighbors is to sow the dragon's teeth of total, global war.

And total war can mean total extinction.

Practical application of the Good Neighbor policy on a world-wide scale alone can prevent global catastrophe.

We Canadians are proud indeed that the architect of the Good Neighbor policy lives on our own continent, and that it was the Good

Neighbor policy as exemplified between Canada and the United States that became the living model for a war-torn world to examine and ponder.

We Canadians know the catch-phrase of the military aggressor, "wars are natural," is a lie from the beginning.

We of Canada and the United States know that peace on earth need not always be an impossible dream of the distant future. To the good neighbors of North America, peace has long been a living reality.

A seeming paradox is that we, the Good Neighbors of this continent, have found these things well worth fighting to preserve.

But the destruction of dark forces of evil is to make possible extension of the Good Neighbor policy, so that it may be established, not only in North America, but throughout the entire world.

The Great Western Garment Company Limited salutes the Good Neighbor policy and its imminent extension to all parts of the earth.



The Great Western Garment Co., Ltd.

EDMONTON, ALBERTA

Guy H. Blanchet Tells Own Story Of First Survey

Continued from Page Three

NOVEMBER 14—Away at dawn over a series of benches and lakes which form the head of Godin River. After our first fire Fred and George went ahead to hunt. Little Edward and I driving three teams. Continually one or other in trouble. Hard work.

Caught the hunters up at second fire—no luck. This at Egoche River. Good valley (Fred says all the way down). Had to cross river—open; built a bridge. Heavy going so camped early.

Quarrel about dog rations. Little Edward said Fred was using more than his share. Fred almost the last of the meat. Foot giving me the devil. Very cheerless evening. Turning cold.

NOVEMBER 15—Very cold. (48 below). Edward off right after breakfast to hunt. I drove dogs. We followed up Egoche and where it forks took the left branch. Crossed series of benches in wide valley with high ranges. Fred shot a fox. Trees thinned and camped early at the last wood.

Fred went ahead to look for the road. He does not know this part and has information from a sketch by an old Indian.

Little Edward came in — no luck. Long after dark Fred returned. He made no comment and the others asked no question. I had the bad manners to ask what he had seen—he said nothing. "What had he killed?" "A moose, and after a while I killed a caribou too."

We fed the dogs flour and rice. The total supply was not enough for ourselves; without the game situation was very bad. This successful hunt cleared everything. The natives had been confident that they would find moose on the higher land but I had been wondering if it hadn't been rash to risk everything as we were. To go back was equally risky. It is a difficult situation that often occurs where you must balance nerve and good judgment. If successful it was the proper thing to do, if not—it was unjustifiably foolhardy.

80 BELOW ZERO

NOVEMBER 16—Before we left camp we loaded wood to capacity. It was about 50 below. Cold even when running. A little above camp the river enters a canyon which it follows for several miles. There is probably a good location on the beach. After about seven miles the restricted valley widens into an amphitheatre surrounded by moun-

tains joined by saddle. It was here Fred killed. He had seen two bulls and one cow moose. The bulls are no good at this season. He made a good shot in the semi-darkness. Then he saw 13 caribou.

We made a camp with willow floor. We needed our two stoves to heat the tent. It was bitterly cold cutting up the moose. Finally got the meat in.

We go to bed at 8 and get up at 4. It is dark at 4 p.m. and dawn breaks about 6. Fred's stories occupy the evening—in Slavey; so I am isolated, forced to think my own thoughts. Sometimes happy—often not.

The willow floor is quite comfortable after the frost comes out—but that depends on the yardstick of comfort.

The natives give the best of the meat to the dogs—not through consideration, but they like hard meat if there is fat. My teeth are unequal to the task of gnawing and grinding. I often envy the dogs their luxurious steaks and roasts. We have little beside meat, soup and tea. The odd bit of bannock and odder rice.

NOVEMBER 17—For some days the high mountains to the south have cut off the sun by day and the moon by night. They shine brightly on the upper parts of the northern mountains. Our trail and camps have been lost in these white mountains, coldly bright as the surface of the moon—often very beautiful.

Today we remained in camp except Fred, who went ahead to study the country. He made a long day and only returned after dark. Again I asked what he had found. There was some talk in Slavey and George said, "No Indian likes to talk when he first home." Later Fred said "Country bad." After he had eaten and relaxed he said "killum moose" and then that he had seen a mountain far to the west that he thought he knew. "If it is that," he said, "we are on the right road." He had tried to find the pass of the Old Man, but it was no good. Our road continues up the Egoche. He had seen 17 moose.

He said in the country of no trees it is all the same level in the valleys, only the mountains high. He knows the country well north and south of us but had only travelled this way when he was very young. His life had been spent between the Yukon and Mackenzie and these mountains and valleys are his roads and hunting grounds.

RECALLS MANY PLACES

The route is dotted with places "where I killum sheep or moose or caribou," or "where I make skin boat." He stopped me once to point to where a stream came through the mountains and said, "I near cry. Last time I camp there my little son (now dead) play on the beach." Another time when he made me a map he showed a little lake up the

Where Pipeline Joins Alaska Highway



Beautiful Johnson's Crossing on the Alaskan Military Highway is the actual starting point of the main Canol crude line from Whitehorse to Norman Wells. Johnson's Crossing is 80 miles south of Whitehorse. The pipeline is shown beside the highway in the above picture.

son's Crossing is 80 miles south of Whitehorse. The pipeline is shown beside the highway in the above picture.

Husky Dog River and told me, "My girl Jessie buried there." He is a queer mixture of Indian and White. Somewhere in his family tree a French Voyager introduced a strain of Jolie de Vivre and somewhere an old conjuror implanted the belief in the old Gods and Devils.

Little Edward is all Indian. George has been to the Mission School. He is a good boy, capable but uncouth with nothing spontaneous.

NOVEMBER 18—Not quite so cold and bright after the early morning frosty air. Away before dawn with the mountains dim and ghostly. We had not come far when a caribou was sighted. George shot and the caribou made off. Fred lobbed two of the dogs. They soon caught up to the wounded animal which turned at bay—but he had no chance. The dogs leapt on him and brought him down. A good picture of wolves attacking their quarry.

Five miles on we picked up Fred's moose. Two valleys opened up. One SW and one SE. Through the former we saw Fred's mountain. Probably the faint high one is Itai with the Selwyns nearer.

We took the SW one a fine clean straight pass two or three miles wide. Lunch at a willow fire on the divide at the head of the

Egoche then down a stream which we took to be Stony or Intga River. Moose and caribou tracks were everywhere.

We made a good afternoon's travel down our river which started west and turned SW. In places we could use the ice, in others open or flooded. Saw many moose (17) no wolf tracks. The moose always made up mountain sides.

San dogs very bright and low—between me and a mountain.

We made a good mountain Indian camp in the twilight in a good clump of big willows. At last we were away from crowding mountains.

Today's travel good road location.

ENTER NEW COUNTRY

NOVEMBER 19—We continued down Intga River which curved to the south with a moderate range to west. Reached country Fred knew with odd single trees. Left the river where it swung off to SE. We took one valley but Fred showed me the one beyond as best for the road. It was snowing a little and hazy. Slopes covered with scrub black birch, hard breaking trail.

Beyond the pass we entered country of wide valleys and only distant, scattered mountains. This is the start of the plateau. We followed up a small branch of Intga River then a long stretch of tundra. Gravel river is off to the south with a fair sized lake.

In the late afternoon we reached the gravel and could follow along the edge of the ice through many open places.

Hurt my foot again and dropped far behind. Caught up at dusk to the others making camp at the last wood. A small scattering of fair trees on a slope to the north. The mountain here is called Last Mountain. They tell me the people always pass this way and camp here.

Our camps are quite comfortable with the two stoves which soon drive out the cold and take the frost out of the brush. Little Edward produces supper in remarkable quick time and one can really relax in comfort with his pipe. The natives have their long stories which last to bed time at 8. I have to entertain myself as best I may. Fred made me a new map with more detail ahead. For the first time it is clear that we follow Gravel River up to MacMillan Pass.

SEE PASS AHEAD

NOVEMBER 20—Camped on a small island in Gravel River covered with high willows. We can see our way ahead to the pass. A wide bay of the plateau stretching in to the mountains that form the continental divide. (The Selwyn Range). These and the ranges enclosing the approach are massive. The average elevation of the

plateau is about 5000 ft and the peaks rise above this to 6000. The plateau itself is rolling country covered thickly with scrub black birch and odd clumps of willow. The surface is usually tundra—in places swamps.

To the north is an extensive area with small ponds known as Goose Flats.

We followed up Gravel River a small stream flowing over clean gravel bed. On the ice travel was easy but when we had to take to the scrub it was the devil. Temperatures were edgy but relaxed in the comfort of a good camp where the usual evening life repeated itself. The long stories seem to make the natives happy, bringing back the life of the old days.

Fred told me that Christie Pass is too swampy and upper Ross River the same. He said that from the oldest time the people always travelled by MacMillan Pass. There are two. One to the southwest by the south fork, north of Last Mountain to Sheldon Lake, and the other northeast to North Fork and Mayo.

We passed a beaver house, fox

and wolverine tracks. Strange that there seems to be no wolves here though they tell me wolves very bad on MacMillan. Once Fred said his uncle and two small boys were attacked by more than 100. The boys climbed trees and shot with 22's and his uncle drove the wolves off with his rifle.

Fred complained tired—"Too much so all the time". We had time to spare for December 1st, so I agreed to stop a day when we reached trees if he was sure we could not meet ahead. He said there were always moose about Last Mountain.

This is our last camp on the plateau without trees—I hope.

This is a perfect night. A full moon is shining on the mountains lighting up our road to the pass. The little river—almost at its end—divides about our small island with its brave forest of little willows.

The dogs are scattered about sleeping peacefully. One wonders if those behind ever give thought to us and our venture but they are probably lost in their small affairs. Probably four more camps.

NOVEMBER 21—We are camped across the Divide, four miles down by a small stream flowing into south branch MacMillan River.

The plateau conditions continued to the summit with little sign of the pass. The reason is that the valley to the west is comparatively narrow, enclosed by high mountains and it makes a slight curve giving the effect of being closed.

Fred tells me that the wind always blows here and that a high mountain overlooking our camp is called "Wind's Nest Mountain". I called this stream Nitsi River—wind river.

REACH GREAT DIVIDE

Gravel River dwindled in a tiny brook rising in a sharp valley to the north. A gentle pool deflected this east. On the west side of this a spring trickles westward and this is the continental divide. Trees appear at the summit in tiny clumps which immediately increase in size on the Yukon side. The trees here are strikingly different from the last woods. They are a species of balsam though different. Continued on Page 7, Col. 1



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Woodland Dairy Limited has taken a leading place in this development, giving effective, forward-looking leadership to the Dairy Industry—fostering higher breeding standards in dairy herds, and increased production on the one hand and better dairy products for the consumer on the other.

No picture of Woodland's notable progress would be complete without a well-deserved tribute to that great army of Woodland cream shippers and milk producers who are doing a magnificent job for Canada's war effort, and to the loyal family of Woodland employees—marching forward together, sharing in and contributing to Edmonton's progress while holding the line on the nutrition front against the day of Victory.

Woodland envisages the development of the North in terms of a widening field of service in better dairy products and is planning, preparing to meet the expanding needs of the North, now and for the happier days of Peace, which we all hope and pray are not far away.



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As the work progressed in the remote and rugged north country through all kinds of weather the Constructors were aware continuously of the important contribution made by their personnel. The going was not easy, but the workers were equal to every demand.



The citizens of Edmonton, and Canadians everywhere throughout the vast territory traversed by the project have been patient, understanding and co-operative.

The Constructors gratefully acknowledge their assistance.



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Guy H. Blanchet Tells Own Story Of First Survey

Continued from Page Five

from any I have seen before. The snow was deep on the pass piled up in the scrub and trail breaking was work for two and sometimes three men.

We reached good trees before dark and made a fine camp. The view up the pass at sunset was particularly fine. Especially to see trees and to think that the long trail behind us led to a good pass.

George's pups are always in trouble. Whenever we stop they want to play and get tangled up in the harness. The other night one of the dogs kept me awake howling. In the morning I asked Little Edward what was the trouble. He said, "Little pup want to play. He heard other little pups play and no can go. He cry." Another time one of the pups got loose and barked all night. George told me, "He proud to be free." Just the same it is no fun driving the pups—continually untangling them, but they are safe to handle.

Tomorrow we stay here and have a rest. I hope they are right about moose ahead for our supply is melting and they feed lavishly.

NOVEMBER 22—This day of rest is fittingly Sunday. George went ahead to break trail and hunt. The Wind Nest is living up to its name.

A strong east wind is driving a cloud of snow through the pass making us appreciate our fine camp in the trees.

We did little today. It is two months since I had a haircut and a month since a shave. This morning Fred looked over and said, "You all the same Brother (Mission)". That was too much so I had a shave—quite an astonishing thing of white to my beard. Fred also shaved. He said he had only three hairs and wherever he looked in the no stick country he could see three trees. Little Edward, who had nothing visible, shaved because we had been shaving him about getting his snowshoes tangled in his beard when breaking trail.

One day's rest does wonders. It makes you realize how wearing this hard travel is.

The natives are essentially improvident. When they have meat they feast no matter what the prospect ahead. It is useless to try to check them and I find myself accepting their philosophy.

NOVEMBER 23—The wind moderated but the Wind's Nest lived up to its reputation and blew us out of the pass.

The valley widened rapidly and trees became bigger and thicker. Our river grew into a fair stream but we had the usual experience with flood ice and bad ice, but had more use of it than any river yet.

We travelled west to clear a mountain pass then south to Last Mountains with the last (ice) Mountains ahead.

Light snow fell with poor visibility and the air was raw though not very low temperature. There is

Pumping Station on Canol Pipeline



The once lonely stretches of the far north-west are now dotted with buildings and storage tanks, like those shown above.

which comprise an oil pump station on the Canol pipeline near Johnson's Crossing, 80 miles from Whitehorse.

Planes Were Help

Great Northland Pipeline Is Now Supplying Allies With Petroleum Plasma

By GRANT MC CONACHIE.

General Manager, C.P. Airlines, Western Lines

A little over two years ago a young northern flyer guided his plane over the uncharted Mackenzie and Nahanni mountains with a party of men who wanted to "take a look." They had their look and it was the most significant look in the history of that region. These were the men who planned to build a pipeline from the oilfields at Fort Norman in the Northwest Territories to Whitehorse in the Yukon, with branch lines to Skagway and Fairbanks in Alaska and to Watson Lake, an important base in the air bridge to Asia.



GRANT MC CONACHIE

The Allied nations were at war, the Alaska highway was under construction and the war birds of our sister nation to the south were winging over the roof of the world to the aid of Russia and to the defence of our own homeland. To insure an uninterrupted flow of supplies, there must be a steady supply of fuel for the thousands of machines and the proposed pipeline was to be a lifeline, an artery bringing petroleum plasma to the fighting heart of democracy.

PLANES WERE HELP

In this, as in all recent northern developments, the airplane has played a part of prominence. Going back to the year 1921, shortly after Dr. Theodore Link had discovered the Fort Norman oilfield and proved its worth, Capt. W. R. "Wop" May, O.B.E., D.F.C., a veteran flying ace of World War I, went to New York and brought back a

lakes but there is good ground on either side.

NOVEMBER 25—Bitterly cold and clear—then clouded over with falling frost. Became milder but raw and sharp wind.

We made a 7-mile portage past the canyon then followed the winding Ross River. Ice fair to bad. This continual bad ice makes one careless but we have all broken through without serious consequences.

We ate our last scraps for breakfast and had to make Sheldon for our next meal. Mr. Sheldon seemed to take an interminable time to overhaul.

Reached Field Lake and finally could see Fred MacLennan's cabin with smoke rising from it. Arrived at 1.

He had put up fish and I had sent supplies there by plane in September, so we and our dogs feasted.

Four days ahead of schedule—then waited five weeks for the plane promised for Dec. 1st.

GUY H. BLANCHET.

Humble Thimble Now "Warrior"

At Douglas Plant

The humble thimble has joined the war effort. At Douglas Aircraft Company's Santa Monica plant, Hazel Porterfield devised a thimble screwdriver because her work involved holding large pieces of metal in one hand and awkwardly balancing a screwdriver and screws with the other. Her invention, for which she has received an award, consists of an elongated thimble with wings and a half-inch blade for tightening screws in cramped places.



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WESTERN AIR LINES

Urge "Air Parks" For Wichita, Kans.

The Wichita, Kansas, Chamber of Commerce has recommended that the city build a system of "parks in air parks" and a second municipal airport for the immediate postwar period. Air parks, says the chamber, would increase the utility value of private airplanes and "would retain for Wichita national leadership as a progressive aviation centre." The chamber offered the services of its aviation committee to the board of park commissioners, city commission, and city planning commission for consultation and assistance.

During 1942 at Norman Wells work has been progressing. Wells had been drilled to produce 3,000 barrels a day. Reclamation had discovered an oil field much larger than anticipated. It has been estimated by geologists to have a potential of from 50,000,000 to 100,000,000 barrels or more.

freighting plane to be used in carrying supplies to the project. Northern flying had not been developed to its present degree of efficiency and the venture was not a total success, but laid the cornerstone for the future air structure.

In the year that followed that initial attempt, other pioneer air-men matched their ability with the rigors of the north: men like Gilbert, Dickins, Windrum, Becker, Brinnell and a host of others. They planned and built air routes down the Mackenzie valley and the air system they built was of inestimable value in bringing men and supplies to the pipeline project. Other air lines had been developed and were operating from Edmonton to Whitehorse at the western end of the pipeline and these lines for whose success men like Field, Luck, Kubieck, Cook, Patry, Vines and many more of my early colleagues are responsible, were very valuable in aiding the job from that end.

BUSH PILOTS AGAIN

In many ways the "Know How" of these bush pilots was used by

the engineers in charge. Daisell, who was a trapper in the Nahanni region had mapped that country and knew it as well as any man and much of the exploratory work was done by him. Potter flew the engineers over the proposed route, while Emery, Milne, Johnston and several others flew the prospecting parties into the remote lakes and kept them supplied with food. In the vanguard of the trail blazers was the bush pilot with his intimate knowledge of the hinterland.

Now that the job is finished and the pipeline is a reality, we can be proud of the success of this accomplishment, proud of the share we had in that success. We can congratulate the architects and engineers who conceived and carried out its design and the work men whose efforts will stand as a monument to them. We salute our neighbor nation to the south on the completion of another joint defence project, another step towards world stability and lasting peace.



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The North Is Open...



The Way Is Clear!

The glad, resounding notes of progress have broken the palpitating silence of the north. Winged across the vast and waving forests, wheeling through yesterday's wilderness on the highway of today, man's advancing forces awaken the pulse of life in a whole new world of wealth.

The North Is Open! The Way Is Clear!

To the men of vision who pioneered the North, and to those presently engaged in the marked development and progress of this vast hinterland, our country owes a great debt.

All Canada will benefit by the opening up of the natural resources made possible by the airways and the highways of the north.

In the building of the Alaska Highway, we are pleased to have satisfactorily completed the contract for the Sub-structure of the Peace River Bridge in the amount of \$1,000,000.



We are also proud to have a share in the Air Development in Edmonton and the Northland.

In the field of Aviation, it is our responsibility to build the runways and aprons at Edmonton's new \$11,000,000 Airport located in near-by Namao.

We SALUTE the builders of the defence projects along the Alaska Highway on the "Road to Tokyo" and Victory!



DUFFERIN PAVING COMPANY LIMITED

TORONTO, ONTARIO

Release Figures On Contribution Of Each State

The contribution of each state in building up the army of the United States to nearly 7,500,000 officers and enlisted men and women as of January 1, 1944, was revealed by the U.S. War Department recently.

During the period November 1, 1940, to January 1, 1944, 2,558,000 persons entered the army. During the same period, separations from the service, which reduced the net effective strength of the army to 7,500,000.

The net increase in the 36 months was from 313,410 to 7,486,525. The following shows strength by states of residence as of January 1, 1944:

EACH CONTRIBUTION

Alabama, 139,000; Arizona, 28,000; Arkansas, 92,000; California, 407,000; Colorado, 84,000; Connecticut, 112,000; Delaware, 18,000; District of Columbia, 31,000; Florida, 100,000; Georgia, 144,000; Idaho, 25,000; Illinois, 464,000; Indiana, 188,000; Iowa, 119,000; Kansas, 85,000; Kentucky, 143,000; Louisiana, 125,000; Maine, 46,000; Maryland, 107,000; Massachusetts, 237,000; Michigan, 299,000; Minnesota, 143,000; Mississippi, 110,000; Missouri, 199,000; Montana, 29,000; Nebraska, 64,000; Nevada, 9,000; New Hampshire, 26,000; New Jersey, 272,000; New Mexico, 33,000; New York, 860,000; North Carolina, 161,000; North Dakota, 31,000; Ohio, 414,000; Oklahoma, 114,000; Oregon, 57,000; Pennsylvania, 602,000; Rhode Island, 42,000; South Carolina, 53,000; South Dakota, 29,000; Tennessee, 151,000; Texas, 372,000; Utah, 32,000; Vermont, 18,000; Virginia, 134,000; Washington, 87,000; West Virginia, 105,000; Wisconsin, 136,000; Wyoming, 14,000; Departments and other outside the continental United States, 46,000.

By the summer of 1943 the water route to Norman Wells had been well established. Twenty-three steel barges, 10 diesel tug boats and 118 wooden barges had been constructed at Winnipeg. Fourteen additional tow boats were secured from private individuals. This was the marine fleet which in the summer of 1943 carried more than 39,000 tons to Norman Wells, a distance twice that from Cairo, Illinois, to New Orleans, Louisiana.

George Simmons Headed Group Work Done by Aerial Reconnaissance Pilots Shortened Canol Construction by Two Years

Two more years would have been required to construct the Canol pipeline and service road between Whitehorse and Norman Wells had it not been for the modern airplane.

The man who made that assertion is not himself an aviator and is not connected with any military or commercial air setup. He is a location engineer and surveyor by the name of Kent L. Fuller, who comes from Marysville, Idaho.

HEADED SURVEY PARTY

Mr. Fuller was in charge of the survey party that located the pipeline route for more than 500 miles of the total distance, making the initial survey by dogteam and pack train in the bitter winter of 1943-45.

The aerial reconnaissance over the bleak, unknown stretch of country was carried out by a remarkable commercial aviation company and an equally remarkable group of pilots.

REMARKABLE COMPANY

The Northern Airway Ltd., with offices at Carcross on the shores of picturesque Lake Bennett, 50 miles south of Whitehorse, made of the Canol survey one of the proudest accomplishments in the history of aviation in the far northwest.

George Thomas Simmons, former Vancouver and eastern Canada pilot, is owner and manager of the Northern Airway Ltd., the company whose small fleet of planes carried out more than 150,000 miles of survey and aerial supply for the ground survey parties.

Three planes, piloted by a trio of courageous youngsters, who revelled in the exciting task, were used for the Canol job. The three were: Herman Peterson, Pat Callison and Jimmy Syne.

Peterson hails from Quebec, Callison was a trapper at Dawson Creek before taking up flying, and Syne worked as a bush pilot out of Winnipeg.

Simmons is very proud of his company's record in the Canol project.

HAD GREAT RECORD

"We never had a single accident and never lost a pound of cargo and in all the thousands of miles



GEORGE T. SIMMONS



JIMMY SYNE



HERMAN PETERSON



"PAT" CALLISON

flown we used no instruments; it was all contact flying over strange country," George Simmons recalled recently.

Wacos and Fairchild, with skills in winter and pontoons in summer, were used for the survey work.

Mr. Simmons also gave his opinion of why the work had been so successfully carried out.

"We all had our hearts in the job. We made Canol our own personal responsibility. That's why we had such good results," he said.

Although there were no accidents, planes were forced down many times in the north wilderness between Norman and Whitehorse, sometimes with snow and ice on the wings.

Many strange cargoes were flown, including oats and baled hay for horses on the pack trains.

FORCED LANDING

Once while flying Gerald "Jerry" Murphy of Edmonton on a survey flight from Canol in March of 1943, Pilot Callison had to make a forced landing on the ice of the Gravel River, where they remained overnight in a heavy storm. Fortunately the weather cleared and after cleaning snow from a stretch of river ice the pair took off again next morning and completed the flight to Whitehorse.

Simmons learned to fly in 1935 in Vancouver at the aero club. He had been a fur farmer for several years before entering the aviation business. He formed the company in 1933 at Carcross. His sister, Gladys Simmons, is secretary of the company and just about as wise to the ways of the aerial business as her brother and every bit as enthusiastic.

In addition to the large amount of work the company pilots did on the Canol project, Northern Airways Ltd. is kept busy with mail contracts and flying prospectors and supplies into far northern districts.

LAST BUSH JOB

It may well be that the work of the company in the Canol project was the last big job carried out in the old bush pilot style.

The Canol survey was unique be-

cause it used a combination of the very old and the very new in transport. There were men afoot, men with dog teams, pack horse outfits, tractors and airplanes.

George Simmons and his young pilots were among the proudest men in the north when oil flowed through the Canol pipeline last spring for the first time.

To them the project was also "their baby."

Atlantic Flown Over 500 Times In One Month

Operations of the Air Transport Command have reached such a scope that more than 500 transatlantic crossings were made in a recent month, Maj. Gen. Harold L. George, commanding general of A.T.C., announced.

In the same month A.T.C. handled more than 2,800,000 pounds of cargo and passenger traffic, and more than 4,000 war-priority passengers. Year-round practicability of the difficult North Atlantic route was indicated by the safety record established, Gen. George said.

Castor oil now is used in the production of perfumes.

Airlines Gave Up 650 Airplanes

Although the general public believes that the airlines gave up half their flying equipment to the war program, they really surrendered "four times half" during the period Sept. 1, 1939 to Apr. 15, 1944, Col. E. S. Gorrell, president of the Air Transport Association, said May 10.

The airlines he pointed out contributed planes in three ways:

1. By outright sale of planes then in use in our allies.

2. By releasing aircraft in use to the U.S. armed forces.

3. By relinquishing to our armed forces planes on order with manufacturers.

Here is Col. Gorrell's count of planes relinquished:

Airline planes actually in use sold to Allied governments such as England and Canada, from Sept. 1, 1939 to May 1, 1942: 45 airplanes.

Surrendered from Sept. 1, 1939 to Dec. 31, 1941, to armed forces at request of government — 50 airplanes.

Surrendered in armed forces during next four months: 44 airplanes.

Commandeered by President May 4, 1942: planes in use on domestic routes: 182 airplanes.

Subsequently sold to government upon its "request" — 8 airplanes.

At the end of November, 1940, the government ordered the manufacturing industry to cease all further shipments of planes to the airlines.

The government then took over 46 planes on the production line and intended for quick delivery to the airlines, followed this by taking over 141 four-engine planes and 123 additional planes approved by the War Production Board for airline delivery (approval subsequently rescinded).

Total relinquished—650 airplanes.

The Whitehorse refinery will furnish aviation fuel for the planes using the series of airfields between Edmonton, Alberta, and Fairbanks, Alaska, gasoline for the trucks and army equipment travelling over the 1523-mile Alaska highway and diesel fuel for use in tractors and other similar equipment.

Area Assistant



Capt. A. B. O'Brien, Morgan City, Louisiana, assistant area engineer for Canol pipelines 1, 2 and 3, on duty at the Whitehorse-refinery.

New Helicopters Are Under Order By United Firm

New aviation equipment, including two new helicopters of increased size and carrying power, a new super-hydromatic propeller of radically advanced design, and several new engine models, including one with a normal rating of 2100 horsepower, will be produced this year by manufacturing divisions of the United Aircraft Corp. Frederick H. Rentschler, chairman, told stockholders at the annual meeting.

"We have always recognized our responsibility for keeping ahead technically of our enemies," he said. "Today, even while we are under heavy pressure for increased production, every one of our manufacturing divisions faces the difficult task of retooling for new and improved models."

An estimate places the number of dogs in the world at 70,000,000.

LINKED TOGETHER FOR A BETTER WORLD!



AMERICAN bombers wing their way into a great Canadian halfway port... take off for British bases... then on to the all-important job of bringing war home to the enemy. This is but one of the many ways that Canada serves as a vital link between the United States and Great Britain.

And, English, Canadian and American airmen flying wing to wing have shown the same high courage and daring... shared with equal resolve the same dangers that men might live free! Their success has proved that our greatest strength lies in unity... that in peace, as well as in war, we must work together for a better world!

As Churchill has declared, "Canada is the 'linch-pin' between Great Britain and the United States". Truly, because we know and like them both so well, we Canadians can do much for future world security by furthering the mutual understanding of these two great democracies. This is our responsibility. Let us prove worthy of it!

Calvert

Distillers (Canada) Limited

AMHERSTBURG
ONTARIO

In our hearts is the same concept of freedom!

It is only natural that the peoples of Canada, the United States and Great Britain are bound together in the cause of freedom for we have always had the same concept of freedom. In fact, we share one of the earliest defenders of the freedoms we are fighting for today. He was a Calvert, a famous English statesman, Secretary of State to King James I. In 1632 he founded a colony off Canada's shores and a few years later a colony in Maryland. Thus, centuries ago a Calvert forged a link which has strengthened throughout the years—joining together, for the good of mankind, the British Commonwealth of Nations and the United States of America. In 1638 Calvert's son and successor, carrying on the democratic Calvert tradition, founded a man of his own faith five hundred pounds of tobacco for "vilifying and profaning another's religion". Thus a man's freedom to worship as he pleases was established in the New World by a Calvert.



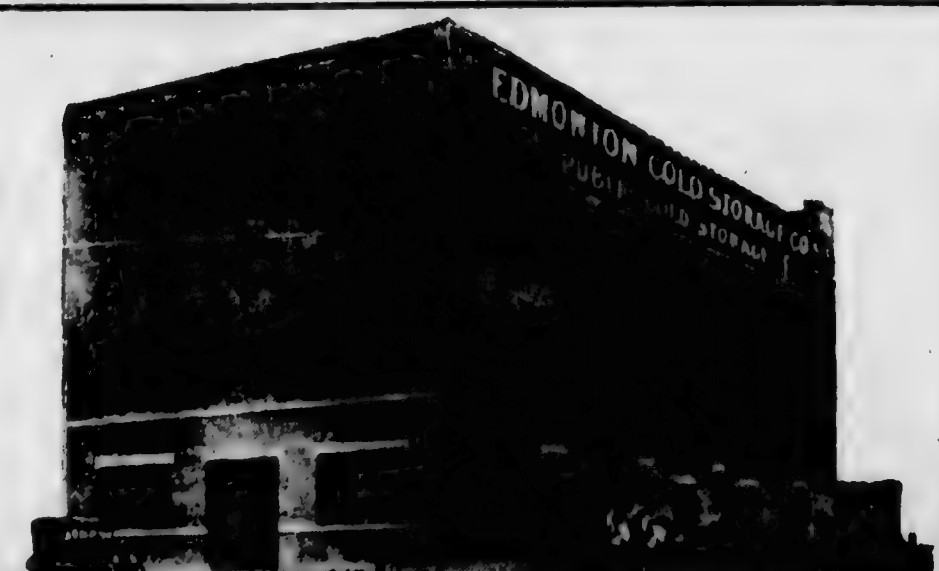
A SALUTE

To the Builders of the Great
North Links to Victory... the
Alaska Highway, the Canol
Oil Pipeline and the Great
Airfields Along the Route



H. G. Macdonald

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R.C.A.F. Stands on Guard for Canada Along Northwest Staging Route •



An R.C.A.F. Communications Flight Norseman of the Northwest Staging Route, R.C.A.F. Northwest Air Command, skims a beautiful northern lake for the takeoff on a routine flight. Scene is at Watson Lake.



LAC R. J. Hawkes, Calgary, mans the complicated wireless equipment at the R.C.A.F. Whitehorse Station along the Northwest Staging Route of Northwest Air Command.



Crew of a Douglas DC3 transport looks aft from their compartment. In front are Flt. Lt. Myles Riddle, Nelson, B.C., captain, and Cpl. Kerbocker, Fort William, Ont., co-pilot. Near the camera are Cpl. Sandy Zinio, Trail, B.C., flight engineer, and WO Murray Pell, St. Thomas, Ont., wireless operator.



A big Douglas DC3 of the R.C.A.F. Transport Command puts her wheels down for a landing at Whitehorse airport in the Yukon Territory, after completing a flight of nearly 1,000 miles from Edmonton.



Two R.C.A.F. transport aircraft of the Northwest Air Command airport at Fort Nelson, B.C., await instructions from FO. John Lotochinski Saskatoon, holding the control tower "mike."



Airmen row and swim in the summer-warmed Yukon waters of beautiful Watson Lake. Scene is taken from the jetty where R.C.A.F. float planes moor for fueling.

—Photos by R.C.A.F. Northwest Air Command Photographer.

•••

World's Longest Vehicular Mail Route in Northwest

U.S.-Canada Co-operation Made Good Postal Service Possible for 63,000 Yanks

By LIEUT. CHARLES S. LECKY, Jr.

Historian for Northwest Service Command

For more than 18 months, since November 1, 1942, the United States Army Postal Service and the Canadian Postal Service, have co-operated to send millions of pounds of mail to soldiers and civilians in the northwest and to convey mail for them to the folks at home. This service has been an invaluable contribution to morale.

There was a period during which men along the Alaska Highway and at posts on the Mackenzie River system might not hear from home for weeks, even months at a time. This factor was recognized as damaging to morale, one of the influences effecting the great labor turnover. That was before the Northwest Service Command Army Postal Service began operation of the longest vehicular mail route in the world, now extending more than 1,500 miles from Dawson Creek, B.C., to Fairbanks, Alaska. It has many branches and serves United States and Canadian citizens alike, both military and civilian.

HUGE MAIL DELIVERY

The average soldier, some statistics figured out, wrote 1.6 letters a day while stationed in the Northwest. The APO, as the Army Postal service is commonly called, has

handled and delivered more than 2,000,000 pounds of army mail along the highway since establishment of the vehicular mail route. The U.S. Army Air Transport Command, the Canadian commercial air lines through the co-operation of the Canadian Post Office Department, have likewise carried tremendous quantities of military mail.

From Dawson Creek to Fairbanks, through the historic gold rush country, Army Postal Service has delivered about 1,250,000 pounds of mail for Canadians, in co-operation with the Canadian Postal Service. A total of 77,165 pounds of letter mail has been carried from the United States to Alaska for United States civilians located there.

63,000 AMERICANS

At the peak approximately 63,000 American received mail service in the Northwest Service Command.

Postal Chief



Maj. Howard C. Walters, officer in charge of postal service for the Northwest Service Command, who directed a postal service to troops in a vast area.

Delivery to inaccessible regions was made possible through the work of APO soldier personnel under conditions of hardship, driving through the bitter cold of the northern winter, over rough and rugged terrain almost without roads to isolated and distant camps, using planes, boats, trucks, caterpillar tractors, even passing mail sacks across impassable torrents by means of a cable stretched from one bank to the other. The pioneer mail route along the

Alaska Highway was opened on November 2, 1942, between Dawson Creek and Watson Lake, Yukon Territory, a distance of 600 miles. Service to the Yukon was inaugurated on September 23, 1943, and the through overland mail route to Alaska extending 1,533 miles through British Columbia, the Yukon, and Alaska, was officially opened on November 27, 1943. Two trucks, each carrying about 4,000 pounds of mail, including a letter from His Worship, Mr. A. Bisset, then acting Mayor of Edmonton, to the Hon. G. H. Hughes, Mayor of Fairbanks, made the first run.

Canadian facilities were used to transport mail by rail from Edmonton to Dawson Creek where it was transferred to U.S. Army trucks.

Pvt. D. S. Rude of Chicago was the clerk in charge of the first mail convey to leave Dawson Creek for the North. The first mail truck was piloted by Pvt. J. A. Rubin, Jr., of Los Angeles, California. The mail was transported by truck from Dawson City to Whitehorse, 941 miles, in 62 hours, cutting off up to 11 days transit time for deliveries from Seattle. Overland surface mail travelled over the new route from points in the United States to its destination in the Northwest in six days.

IN CHARGE OF JOB

Major H. C. Walters, in charge of postal activities in the Northwest Service Command since its inception in 1942, was instrumental in planning and establishing the U.S. Army Postal System in Western Canada. Canadian and U.S. postal officials assisted and co-operated in the preparations. They included Mr. T. J. Reilly, District Director of Postal Service, Edmonton; Mr. G. H. Clarke, Director of Postal Services, Vancouver, B.C.; Mr. A. R. McKenzie, postmaster, Edmonton; Mr. F. L. Pierce, Inspector in Charge, and Mr. R. C. Mellich, U.S. Post Office Inspector, Seattle, Washington; and A. D. Lawrence, Superintendent of Railway Mail Service, Seattle, Washington.

The tremendous task of delivering approximately 42,000 pieces of mail daily is only one of the responsibilities of the Northwest Service Command Army Postal Service. More than \$20,000,000 in money orders have been issued; that personnel in the area might send money home. At many camps the APO would be crowded the day after payday with soldiers and civilians sending home their surplus cash. A large part of the great sums handled probably were savings which the soldiers accumulated during the period of service in the wilderness.

HAD TO IMPROVE

It was necessary to adopt methods or improvise means to suit the country. Along the Mackenzie river route were small isolated posts which could be reached only by boat or plane. After completion of the Norman Wells to Whitehorse road, mail was dispatched by truck until in April of this year, the winter road softened and trucks could no longer travel it. Mail was carried from each end thereafter as far as possible by truck. "Saddle cats," caterpillar tractors provided with improvised saddle bags, then carried mail to more isolated road camps which the trucks could not reach.

Planes have played their part in the service. ATC planes carry about 2,000 pounds of mail a day and in some cases mail has been dropped overboard from planes flying above posts which could not be reached by any other method.

The Canal Project was initiated in April of 1942 when a Japanese attack on Alaska was imminent. Shipping was vulnerable to Japanese attack and a supply of aviation and motor fuel was essential for the defence of Canada and Alaska.

Guns of B-25 Now Deadlier Than Fortress

The B-25 Mitchell bomber has made its debut in another guise as the B-25 "minimum-altitude" strafe and anti-personnel fragmentation bomber. Rated as one of the world's most formidable pieces of sky artillery by the Army Air Forces Materiel Command, which developed the sky demon with North American Aviation, the new B-25 packs fourteen .50 caliber machine guns—plus a 75 mm. cannon.

Used chiefly to support ground operations against the Japs in China and the Central and Southwest Pacific theatres, this new model mounts four guns in its nose, two "package guns" on each side, a tail mount containing two more stingers, and enclosed flexible waist guns both port and starboard—all in addition to the top turret which has been moved to the navigator's compartment for more effective protective firepower.

REAL FIREPOWER

Flanked by the four nose guns is the 75 mm. cannon, used to blast out flash installations, heavy ground artillery and depots, disintegrate barges, and—on at least one occasion—sink a Jap destroyer. This destructive weapon fires as fast as the operator can feed the shells, and has discharged up to 17 rounds on one target as the plane flashed past.

A snarling nemesis of ground troops and installations, the new B-25 has more guns than the Flying Fortress. As it skims the earth, the "minimum-altitude" B-25 is invulnerable to fighters from beneath, and is hard to reach.

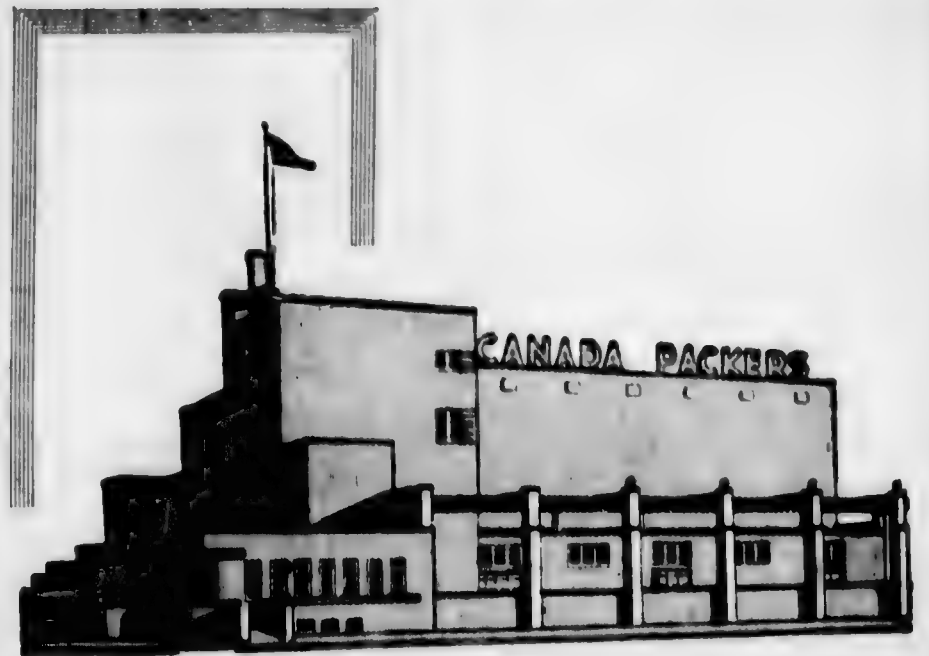
U.S. Thunderbolts On Russian Front Report Reveals

Thunderbolts are now in operation on the Russian front, it was disclosed for the first time by Leo T. Crowley, Foreign Economic Adviser, in his report on shipments of lend-lease munitions recently. Alexander Kartveli, Russian-born chief engineer of Republic Aviation Corp., is designer of the Thunderbolt.

Republic's production deliveries to the U.S. Army Air Forces was recently reported as 6,500 planes to date representing total engine power in excess of 13,000,000 horsepower and fire power of more than 50,000 machine guns of 50 caliber.

Some species of the bamboo plant attain a height of 120 feet.

CANADA PACKERS



From its modern Packing Plant at the "Cross Roads of the World" Canada Packers has been privileged to supply important quantities of "Maple Leaf" fine-quality meats to the contractors engaged in the various projects, the successful completion of which is commemorated by this issue of The Edmonton Bulletin.

Canada Packers is proud of the opportunity thus afforded of participating in these history-making events and on this notable occasion sincerely joins in "Good Neighbor" Greetings.

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Edmonton Police Head Regards Dual Policing As Good Neighbor Test

By CHIEF CONSTABLE REGINALD JENNINGS,
Edmonton Police Department

With the advent of the United States military police forces moving into Edmonton some time ago, there arose the question of close co-operation between ourselves and the United States military police in order that efficient police service could be rendered.

The problem was capably dealt with by my predecessor, the late Chief Constable Matthew Blackwood and Captain Joseph Shaffer, the U.S. provost marshal, who arranged the dual policing of the city by our city police and the U.S. military police.

It was anticipated that by this arrangement their personnel would not only quickly familiarize themselves with our city, to which, of course, they were strangers, but at the same time, through our officers, would learn something of Canadian criminal law, the various provincial statutes and city bylaws which we are charged with enforcing.

Accordingly it was arranged that U.S. military police accompany our prowler car constables and constables on the beats in the downtown area. Many of their men were experienced police officers from civil life, and valuable assistance was rendered to our city force as a result.

The dual policing was carried on for approximately one year, and was discontinued when it was felt



CHIEF JENNINGS

that the purpose for which it was established had been achieved.

To my mind the Good Neighbor policy exhibited by our powerful ally has never been better exemplified anywhere than in Edmonton, not only by the arrangement I have mentioned, but by sustained co-operation and assistance received by this department from all those in authority.

Lt. Col. Robert H. Bungay and Captain G. T. McKee, engineer of officers on the staff of General Worsham, with headquarters in Edmonton, Alberta, were charged with planning, co-ordinating and expediting construction of the refinery and the Canol Project.

Transportation of men and equipment to the job proved to be the major obstacle encountered by the Canol engineers. Distances involved were tremendous and existing facilities in the summer of 1942 were negligible.

Is Vast Network North Telephone System Serves Vast Land Mass Equal to Europe in Area

By LT. GORDON A. WILLIAMS
Assistant Public Relations Officer, Northwest Service Command U.S. Army.

A telephone and radio communications system serving a territory comparable in area to that of Europe has been constructed and made operative throughout Northwestern Canada and Alaska.

This vast network of modern communications was constructed in less than two years, and is without precedent throughout the entire world.

WORK WAS RUSHED

The system was rushed to completion because the Japanese in the Aleutians and threatening Alaska in the spring of 1942, and it was at once realized that communications was a serious and vital problem in connection with the Alaska Highway, chain of airports and the Canol pipeline.

This resulted in the planning of a radio and telephone system for a territory comparable in area to that of Europe. A Europe with few inhabitants, practically no means of transportation and virtually unexplored for the most part.

It is a far cry from the summer of 1942 to that of 1944. An officer in Norman Wells, N.W.T.; Whitehorse, Y.T. or Fairbanks, Alaska, can now pick up the phone and call Washington, D.C., or Ottawa as easily as a citizen of Edmonton can contact the corner grocery store. It seems easy now but the construction of the telephone system was a feat rivaling even the Alaska Highway and the Canol projects. Roughly paralleling the highway and the pipeline, the telephone network runs through much the same country that fought the Alaska Highway and Canol workers so bitterly.

Stretching for 2,800 miles, one of the longest open wire toll-circuits in the world, this vast telephone and telegraph network furnishes every installation under the Northwest Service Command, and a good percentage of the Alaska Department with direct communication with the outside world.

GENERAL ROUTE

The general route of the telephone line is as follows: starting at Edmonton, it was laid along the route of the Northern Alberta Railway to High Prairie, then across country to Grande Prairie, where it again follows the railway line into Dawson Creek, B.C. From Dawson Creek to Fairbanks, Alaska, it follows the general route of the Alaska Highway. From Whitehorse the line follows the pipeline to Norman Wells.

COMPLICATED SYSTEM

Twenty-eight repeater stations, generally known as "booster stations," had to be built—each requiring about 50 tons of equipment. There are 21 channels of communications: 12 telegraph circuits, two direct current telegraph circuits and seven talking circuits, all this over four strands of copper welded wire. As many as 2,000 messages a day are pouring over the system.

Keeping the lines open alone is a tough job. A tree falling on the wires will break the link. There have been heavy mountain slides and floods that took out entire sections, requiring immediate rebuilding.

Before the line could be built experiments were carried out in the Bell Telephone laboratories as no precedents had been set for a line of this nature.

After the tests, material was purchased for the line. The Army wanted to conserve critical material such as copper. Instead of using an all copper strand a copper weld was used. This is a coating of copper welded to an inner wire of steel.

There was adequate native timber for poles and 85,000 were used in the line to Fairbanks alone.

Describes Task



Lt. Gordon Williams, Northwest Service Command public relations department officer, who tells the story of the unprecedented north-land telephone system.

The Miller Construction Company, Indianapolis, Indiana, was the primary contractor on the line's construction. Western Electric, New York City, supplied the repeater stations.

Within a very short time radio communication had been established over 900 miles of wilderness separating the troops constructing the road from the Whitehorse and the Fort St. John ends of the Alaska Highway.

In June of the same year the 83rd Signal Service Company was sent into the Mackenzie River District, the site of the oil wells for the giant Canol Project, to set up radio communications there.

By midsummer the initial surveys for the telephone line had been made by the United States Signal Corps.

USE ALBERTA LINES

Existing toll lines of the Alberta Government's Telephone system provided excellent communications to points east, west and south from Edmonton, and it was planned to use these facilities to connect the U.S. Army's network with those throughout Canada and the United States. Survey work was started August 15, 1942, at Dunvegan Yards in Edmonton, and the first official call was made to Dawson Creek December 1, 1942.

The first 500 miles from Edmonton to Dawson Creek was not considered to be difficult except where muskeg was encountered. However, one of the most severe winters on record set in before Dawson Creek was reached and hampered the work. In November detachments of the 843rd Signal Ser-

vice Battalion arrived on the scene and soldiers who were former lifeguards aided the contractors' men in completing the line on time.

Poles were set and wires strung in temperatures as low as 40 degrees below zero, and in snowdrifts five to six feet deep. Dynamite had to be used to dig holes in the frozen earth. Fuel lines on machines froze up and at first the men were not properly clothed for such severe weather, but despite these difficulties the line was completed to Dawson Creek by December First, the deadline set by Washington.

North of Dawson Creek toward Whitehorse, the work became even more difficult. The deadline set for this phase of construction was May 21, 1943. To reach Whitehorse on this, the scheduled date, 900 miles of line was strung, at first in temperatures of 50 to 60 degrees below zero and later in knee-deep mud.

By January the ground was frozen to a depth of five feet and every pole hole had to be blasted with charges of ten to 15 sticks of dynamite.

STEAM BOILER USED

Various methods of boring through the frost was tried but the most successful method was an adaptation of the Alaskan steam boiler used for placer mining. This develops a steam pressure of more than 100 pounds and was particularly effective in loam, sand and gravel in this manner a hole 1 1/2 inches in diameter and five feet deep was melted in a few minutes. The high steam pressure blew out the earth and sand particles leaving a clean round hole for the dynamite. The width of the hole was controlled by the speed with which the steam pipe was lowered, the slower the movement the larger the hole. By placing the proper charge, a hole of the desired depth was blown with little digging remaining to be done.

It was necessary during the bitter winter to heat the poles over fires to thaw them out to enable the bark to be removed.

The line crosses numerous rivers, the great Peace and Liard, the beautiful Siskani and Toad, the fast flowing Coal and Hyland, the slow moving Tealin and Lewis, the river which forms the famous Whitehorse Rapids.

Some of these rivers rise rapidly in flood, others lie quiet under five feet of ice in winter to break up in the spring with a roar of swift moving ice that carries all before it. Obviously it was impossible for the builders to space poles 155 feet apart over these rivers and especially on some that were more than a fourth of a mile wide.

This problem was answered by catenary construction which involved aerial spans.

LONGEST SPAN

The longest span of this type used eight of these crossarm fixtures, suspended from six steel strands in a 1250-foot span mounted on sixty-foot wooden towers on each bank of the river.

This included two gasoline driven generators and enough batteries to

discharge current for a 12-hour period. The second phase of the line from Dawson Creek to Whitehorse went into operation on schedule in May of 1943 and the third phase on to Fairbanks got under way. Men began working out of Fairbanks toward Whitehorse, while the Whitehorse outfit pushed north. By this time 1,580 miles of line had been constructed.

Floods hampered the work of these crews that summer and the problems of supply and transportation became more acute, but a junction of the two crews was made and on November 20, 1943, overland telephone communication between the United States and Alaska was established for the first time in history. Stretching for 2,800 miles, the line is the

longest open wire toll circuit in the world. Supplementing the circuit from Edmonton to Fairbanks, a connecting link was started in the fall of 1942 from Skagway, Alaska to Whitehorse.

In July of 1943 work was started on the telephone line from Whitehorse to Norman Wells, site of the oil field for the Canol project. Supply proved to be a tremendous problem. Men, machines and materials had to be transported a tremendous distance in the job site. Again telephone line construction workers followed on the heels of the road builders working and living conditions were incredibly difficult.

Temperatures ranged from 40 degrees above zero to 55 below before

the line was completed in February of 1944.

Men and machines fought swamps, unpredictable changes in river beds, ice that buckled and rivers that changed their location over night, muskeg in which men and machines would founder.

LIVED IN YENTS

The men lived in tents or wadded-gas mounted on sleds which were moved continuously as the line progressed forward. This 600-mile line traverses what was previously unexplored country and crosses four mountain ranges. Scores of rivers had to be crossed and at one point in crossing the Mackenzie River a four-mile submarine cable had to be laid. The river at this point is Continued on page fifteen, Col. 1.



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To Bechtel - Price - Callahan

and to every one who had a part in these projects, we offer our congratulations.

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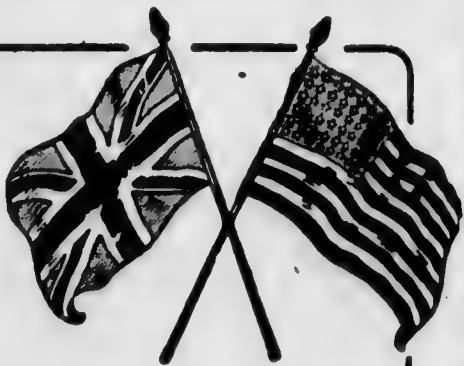
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R.C.A.F. Transports Have Great Record in Northwest

Woman Holding Important Post With Air Firm

Marie Collette Hadley is another woman with an important airline job. She has charge of all traffic personnel problems for American Airlines' entire system.

Miss Hadley joined Universal Airlines in 1939, a few months before it became part of American Airways, the present company's immediate predecessor. Before entering aviation, she had attended school in St. Louis and had gone

to work as secretary in a lumber brokerage firm at \$175 a month. She was getting \$175 when aviation beckoned, and she took a secretarial job with Universal.

Miss Hadley persuaded American to graduate her from secretary to the vice-president in charge of sales, advertising and publicity (Charles Rheinstrom) to the position of saleswoman in the St. Louis office. Within a few months she was one of the five top sellers in the entire system and led the group of cities in the same class as St. Louis, such as Los Angeles, Dallas, Cincinnati, Cleveland and Philadelphia. A course in art and interior decorating helped her on one phase of her activities—designing the company's windows—and three times she won an award from the

company for having the most effective window display in any of AA's 57 stations.

Although she isn't a pilot, riding in a transport has become almost second nature to her. While she was secretary to Rheinstrom, she often got on a plane with him when he was suddenly called out of town, rode with him to his destination, taking dictation all the way, then got off and doubled back to New York.

In September, 1942, she was made traffic manager of AA's St. Louis office, and when the personnel department was reorganized recently she was called from St. Louis to head up all personnel problems in traffic throughout the entire system.

No Flight Cancellations, No Airplanes Are Lost In Period of 15 Months

R.C.A.F. Douglas aircraft have been hauling passengers and freight from Edmonton to Whitehorse for 15 months now, and in that time the Transport Command detachment at North West Air Command headquarters has:

Never cancelled a trip;
Never lost a plane nor had a serious accident.
Dispatched 80 per cent of its trips on the dot of time.
By-passed a scheduled but weatherbound point of call only once per 230 visits.
Frequently bucked weather that involved continuous icing and, 70 per cent of the time, instrument flying.

GOOD "PAYLOADS"

Squadron Leader F. E. W. Smith, Vancouver, commander of the detachment, figures that if he and his staff were operating a private airline instead of a service one, this performance would mean a nice accumulation of profit in the company kitty. As it stands, he believes that they are delivering their payloads six days a week with a maximum efficiency and economy and at the same time training air force pilots in a specialized branch of flying that should ease their return to civilian life.

The detachment at NWAC, operating under the directorate of Air Transport Command at Ottawa, maintains, as its principal but far from single task, the only air force-manned scheduled air service in the northwest. Every morning but Sunday, one of its two-motored DC-3's—"Dougs"—takes off from Edmonton for the 1,100-mile flight via Grande Prairie, Fort St. John and Fort Nelson to Watson Lake in the Yukon, and thence over the mountains to reach Whitehorse in the late afternoon.

ALWAYS LOADED

Almost always, they are loaded to capacity when they leave—"If we can get it into the aeroplane, we'll carry it," said SL Smith. Much of the original cargo is, of course, discharged at airports "down the line," but way freight and new passengers keep the average up to 75 per cent of capacity throughout. And the detachment's rating of 5,900 pounds as capacity is somewhat higher than the usual load for a DC-3.

In May, about 335,000 pounds of freight and nearly 1,500 passengers were carried on the "aked run." The freight varied from a box of carbon paper to a 4,500-pound generator,

and the passengers from Department of Transport work crews to top-ranking officers and civil servants. Until February of this year, all supplies, including rations, for Northwest Staging Route stations went in by air. Now, lower-priority cargo travels the Alaska Highway. In its time, the detachment has frequently carried such oddments as oil drums, explosives, milk-cans, cast-iron pipe, and big coils of cable.

A REAL LOAD

F.L. William Ferguson, chief pilot, recalls delivery of two heavy tractors. The Freight and Traffic division, under F.L. Stanley Chaston, Edmonton, is long past surprise over odd items he is called on to ship.

Pilots require special instruction for the job. They must have 1,000 or more hours' flying time before they are eligible for transport work, and then must serve four to eight months as co-pilots before they can take the captain's course, which includes 100 hours' instrument flying and training in emergency "blind" approaches.

None of the present roster of pilots had bush-training before the war, and most are British Commonwealth Air Training Plan graduates. SL Smith got his wings at Calgary Service Flying Training School in early '41 and then took post-graduate instruction on the west coast. F.L. William Ferguson, Texan chief pilot, has been flying for 20 years. His compatriot among the captains is FO. Roger Wright, an Indian who did some private flying before the war and since joining the R.C.A.F. has married a Regina girl.

Two Edmonton boys also captain aircraft. FL Clifford Sandison and P. John Richardson.

Present policy is to recruit co-pilots from officers and airmen repatriated after their operational tours, and, by gradual substitution, give the old-timers their long-coveted chance for a crack at Jap or Jerry.

Meanwhile, the tour-expired pilots will be qualifying for post-war jobs with civilian airlines, at least one of which is already asking for trained veterans.

Staging Officer



Group Captain V. M. Patriarche, A. F. C., of the Northwest Air Command.

Repatriates new with the detachment include: FO. W. Richardson, Toronto, who flew Coastal Wellington bombers over the Mediterranean; FO. William Dixon of Ottawa, who piloted British-based Wellingtons; FO. Gordon Knickerbocker, Saskatoon and Fort William, who also flew Wellingtons in the Near East; FO. James Rigby, Moose Jaw, who flew four-engine Stirling bombers against Germany; FO. A. T. Heston, Ottawa, who piloted Whitleys and later Wellingtons from England, and WO1. W. Armstrong of Toronto, another former Wellington pilot.

SL Smith splits credit for the detachment's high record of performance among his aircrews, his maintenance staff under FO. Harvey Webb, Hamilton, Ont., and his dispatcher's office, run by K. H. Hercher, Victoria, former civil airlines dispatcher, assisted by FO. J. W. Foster, of Belleville, Ontario, medically grounded after a serious crack-up in a Mustang fighter overseas. Between them, they keep pilots informed of up-to-the-minute breaks in the weather so that they can come into airports which would otherwise be ruled weatherbound. Even at the mountaining Whitehorse airport, perched on a plateau high above the river, a 1,000-foot ceiling has failed to keep the sked-run out.

"They get through," says SL Smith. "During May they were flying through smoke that rose 12,000 feet above the forest fires and often made visibility virtually nil. June's bad weather kept them on instruments 70 per cent of the time for more than a week. But that's their job, and they get through."

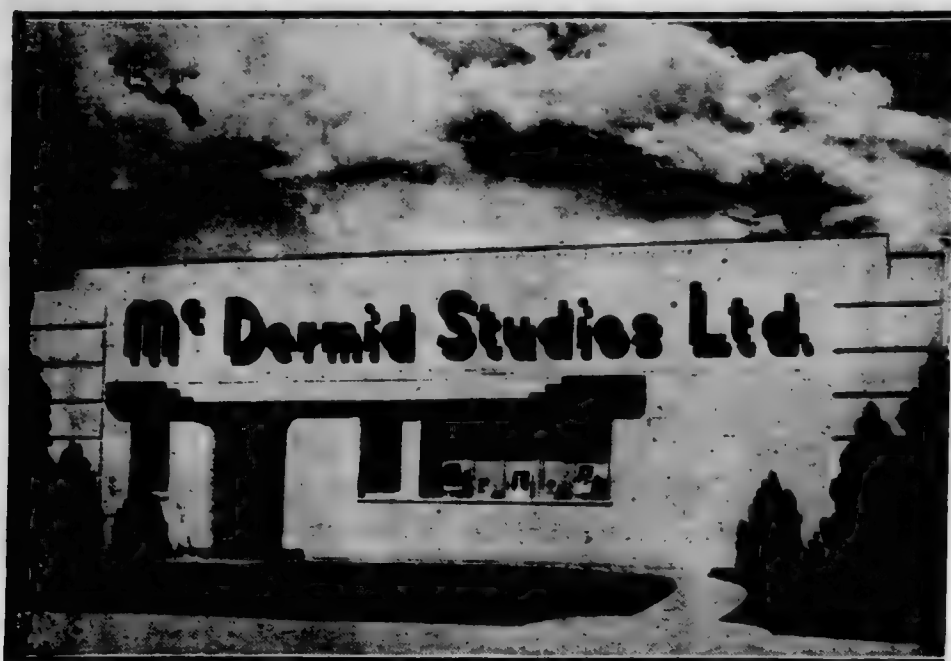
Older Planes Now Assigned To North Area

The War Department has announced the allocation, based on recommendations of the Civil Aeronautics Board and the State Department, of 38 small and older model passenger airplanes to air transport lines in Alaska and Latin America. Models involved are Boeing 247-D, Lockheed Electra and Stinson tri-motor planes.

The allocations were on the following basis: Boeings—Avianca 6, Lamas 5, Aeronaes de Mexico 2 and 2 each to Woodley Airways, Wein Alaska and Bristol Bay Air Lines; Lockheed Electras—Alaska Star Airlines 5, Jim Dodson Air

Service 1, Ray Peterson Flying Service 1 and Morrison-Knudsen Co. 2. There are seven Electras which have been earmarked but delivery has not yet been made. The allocation of these could not be immediately obtained. The one Stinson tri-motor plane was turned over to Woodley Airways. All of the companies with the exception of Avianca, Lamas and Aeronaes de Mexico are located in Alaska.

As the various transportation systems began to function and men and equipment began to arrive at the job site, crews started from Whitehorse and Norman Wells on the construction of the Canol access road. All during the severe winter of 1942, using dog teams, snowshoes or tractor trains, work continued at both ends of the pipeline.



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Telephone Now Serving Great Northern Area

Continued from page thirteen

more than four miles wide and 30 feet deep in places.

In the winter of 1943-1944 men hauled through five feet of ice and blasted channels in the river led to lay the cable and complete the line on schedule. The line crosses mountain ranges over passes that average more than 5,000 feet in elevation.

The line follows the pipeline through picturesque Dodo Canyon in which mountain sheep abound. Dodo is the Indian name for mountain sheep and thus the canyon derives its name. The line at one point traverses a high plateau called by the workmen the "Plains of Abraham," where 50-mile-and-hour winds are the usual thing.

Bears and wolves scavenged the garbage pits and were a common sight all along the line. Indian trappers with sled and dog teams passed the men on their way to trading posts and to their trapping grounds.

Immediate supervision of the construction of the telephone network has been under the direction of Two Signal Corps officers of the Alaska Communications System: Lt. Col. O. F. Roberts and Major H. H. Bartlett. Lt. Col. Roberts until his transfer to another post was commanding officer of the Signal Corps detachment which operates and maintains the line with headquarters in Edmonton.

Major Bartlett was attached to the Northwest Division Corps of Engineers and later the Northwest Service Command as contracting officer and engineering supervisor. Major Bartlett made the initial survey in the summer of 1943 and pushed the work to completion throughout the construction period.

The system of communications now functioning throughout the Northwest ranks with the Alaska Highway and the Canol Project as a most ambitious construction effort. The completion of the system marks another achievement in the annals of North American engineering. The Alaska Highway, the Canol Project, the airfields and the telephone system are integral parts of one unit, each complementing the other, for the defence of North America and a possible offensive route against Japan.

To assure that many of the huge pieces of equipment for the Canol pipeline would pass through tunnels and around sharp curves, wooden models were tested on the flat cars before shipment of the actual parts was attempted. At times greased planks were used to ease equipment around sharp curves.

At Refinery



Capt. R. C. Schorlemmer, officer in charge of refinery operations and assistant area engineer at Whitehorse. He has had long experience in the oil refining field in Texas. His home is at Port Neches, Texas.

Open New Chapel At Fort Nelson Army Centre

Fort Nelson Gls will be more attentive at church these Sundays now that the new chapel has been opened. Officially opened at dedication ceremonies recently the new chapel is constructed out of four and a half stout houses.

This Fort Nelson building complex part of the Air Transport Wing's plan to have chapels at every station.

It was built through the efforts of the men during their spare hours, especially Pte. Daniel H. Lewis of the Post Engineers. The men worked until almost midnight the day before the official opening. Pte. Lewis built the chapel rail, the pulpit and 26 anchor-shaped lighting fixtures along the walls.

Mrs. James H. Teeter, Mrs. Philip Boulton and Mrs. Irving Irwin sewed 29 window curtains and 3 sets of wine-red-colored altar curtains.

The outside area is presently being landscaped with flower beds, shrubs and trees. Nearby are two other stout houses. One will serve as a Christian Centre, a place for reading, writing and study; the other will be used as a craft room.

At the Dedication Ceremonies attended by all faiths, Maj. W. W. Finley, Post Engineer; Maj. H. E. Wheeler, Station C.O.; S. J. M. Dobson of the R.C.A.F.; and Chaplain W. F. Walker, Jr., post chaplain, took part in the presentation. Response was made by Sgt. John Morgan, Catholic; Sgt. S. J. Mickelson, Protestant; and Sgt. David S. Wisenthal, Jewish.

Prohibitive Cost Pipeline for Norman Oil First Considered in 1921

J. Gordon Turnbull of the firm of Turnbull, Sevedrup and Parcel, designing architects for the Canol project, is contributing the following article to The Edmonton Bulletin in which the early, difficult task of finding the route for the pipeline is reviewed. Mr. Turnbull, an architect engineer, had enormous responsibility. If the route selected failed to prove practical the entire project would have been delayed for years.—EDITOR.

By J. GORDON TURNBULL
Architect Engineer for Canol Project

It is interesting to recall in relation to the Canol project that 23 years ago when Norman oil was first the subject of widespread interest, the question of an outlet was considered in connection with surveys extending into the north by the Canadian department of the interior. Various possibilities were considered and the conclusion was reached that the most satisfactory outlet would be at the tide water on the Pacific. This would mean a pipe line following approximately the course of the Canol pipe. The moderate estimate of cost made at that time was considered to be of astronomical proportions.

When instructions were given to proceed with the Canol Project, the first operation was to find a feasible route between Norman Wells and Whitehorse. These points are separated by 600 miles of mountains forming part of the largest area of unknown country in the north. Joseph Keefe of the Geological Survey of Canada had traversed this country in 1908, at which time he traced the courses of the Ross and Gravel Rivers; otherwise the country was known only to the Mountain Indians who lived a nomadic life wandering between the Mackenzie and Yukon Rivers, living on the game they killed.

GO BY PLANE

After many meetings between Col. Theodore Wyman, District Engineer, and J. Gordon Turnbull, architect engineer, it was decided that a rapid reconnaissance could only be made by airplane, although the country had never been flown over. There was no assurance of safe places for forced landings; there were few known lakes, and, of course, no landing fields. Nevertheless, these men made pioneer flights for the project with bush pilots of the C.P.A., particularly Bud Potter and George Gilmore, who did a very fine job meeting the flight hazards in repeated crossings with no mishaps.

EXAMINE WIDE COUNTRY

A wide strip of country was examined, but there was no escape from rugged mountains and deep valleys. Certain breaks were found that provided practical routes. In the strip examined, two large rivers, rise at the continental divide and flow to the Mackenzie; the Gravel River swings to the south of the direct course from Norman to Whitehorse, and the Mountain river

erred quickly by the primitive winter transport of the north dog sleighs. On such a journey it was necessary to live off the country. Observations had to be sufficiently accurate to form the basis of estimates and sound enough to present the problems to be met.

This work was entrusted to Guy H. Blanchet, B.Sc., chief of reconnaissance for the architect engineers. An engineer and Dominion land surveyor, he had spent many years on surveys in the north for the Canadian government, including Great Slave Lake and the country north and south of it; his explorations had carried him to the Arctic and Hudson Bay and his aerial reconnaissance had included the country between Norman and Whitehorse.

For companions on this journey he took three Mountain Indians and for transport three dog teams. His guides knew the country thoroughly from many hunting journeys across the mountains, but it was soon apparent that there was no road in the ordinary sense.

It had to be borne in mind that a failure of this expedition to find a satisfactory route would leave the project in a serious predicament due to the pressure of circumstances. The information given by the guides was seldom specific, oftentimes merely reminiscent, and sometimes of doubtful value.

Spring water entering the swift current of mountain streams, retarded freezing. Even in severe weather weak ice was encountered in the most unexpected places, and river crossings had to be made with great care. Many times, meat was hard to kill, and in places, little or no wood was available for fires in spite of the difficulties of travel. The Indian route proved to be good. It held to hard ground; it encountered no major obstacle, and provided as direct a crossing as the mountains permitted.

REACH SHELTON

Mt. Sheldon was reached by the first of December, 1942, and the route followed was reported as satisfactory. It had required just thirty-two days for Blanchet and his party to traverse three hundred miles across a rugged mountainous country hitherto unknown to the white man, and to select a pipeline route. Eighteen months of actual construction has since vindicated the selection of this route, an outstanding piece of work done with dispatch, almost single handed, and at minimum cost.

ROAD PUT THROUGH

Through the vicissitudes of the northern spring, summer, autumn, and the following winter, over and around the obstacles of nature, and with the driving force of men and machines, the access road snaked its way through mountain valleys, over passes, and across rivers. On January 8, 1944, J. S. Walton and J. G. Hutchings, representatives of the architect engineer, completed the first trip over the pipeline route by car from Whitehorse to the Mackenzie River. Pipeline welding followed closely upon road

construction, and on February 18 the final weld was completed. Oil reached Whitehorse from Norman Wells on the 18th of April, 1944.

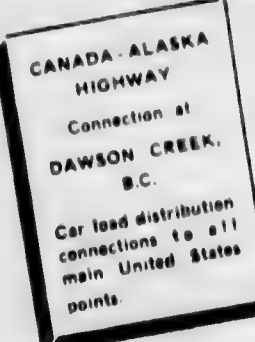
Twenty-two months after the first reconnaissance flight between Norman Wells and Whitehorse, and 18 months after the first crossing of the mountains by dog teams, the convoys were travelling the road and oil was flowing through the pipeline.

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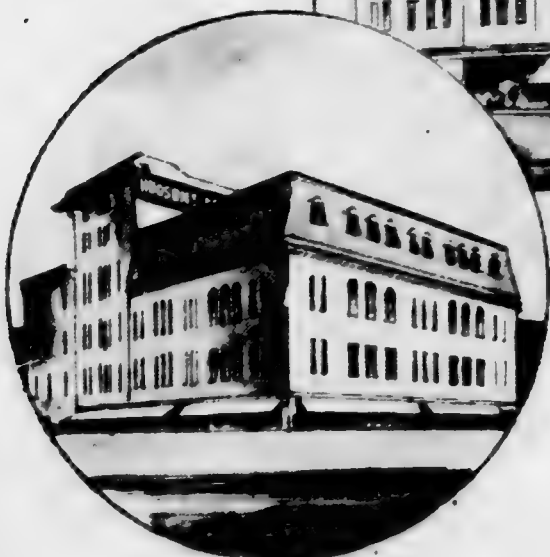
Old Fort Edmonton
established by Hudson's
Bay Company in 1795.



Hudson's Bay Company
store in 1894 on present
site.



Hudson's Bay Company
store in 1905.



Hudson's Bay Company
store in 1925.

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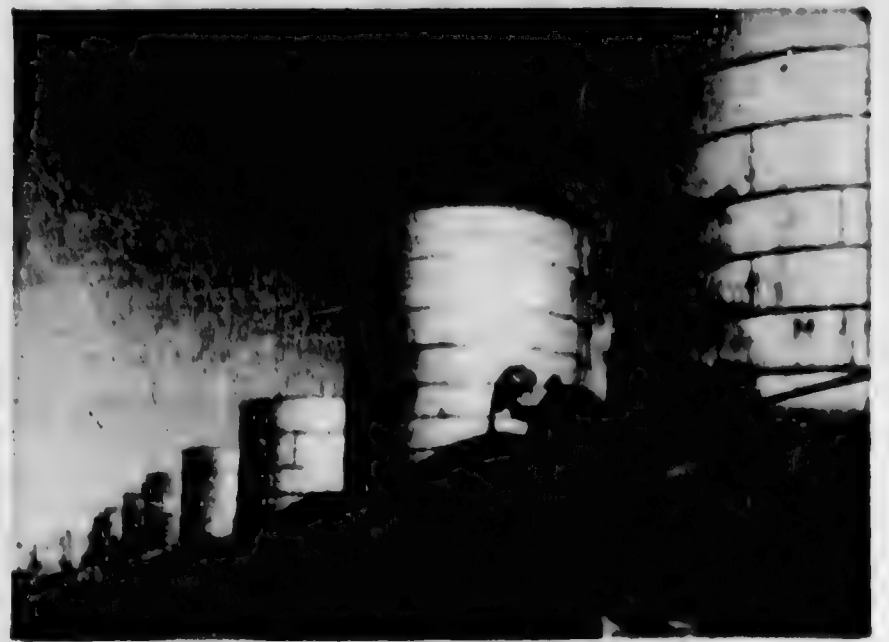
INCORPORATED 2ND MAY 1870



Black gold will flow through these pipes



Happy Alberta Geologist



Storage tanks at Norman Wells refinery

EDMONTON

At Crossroads of World Aviation

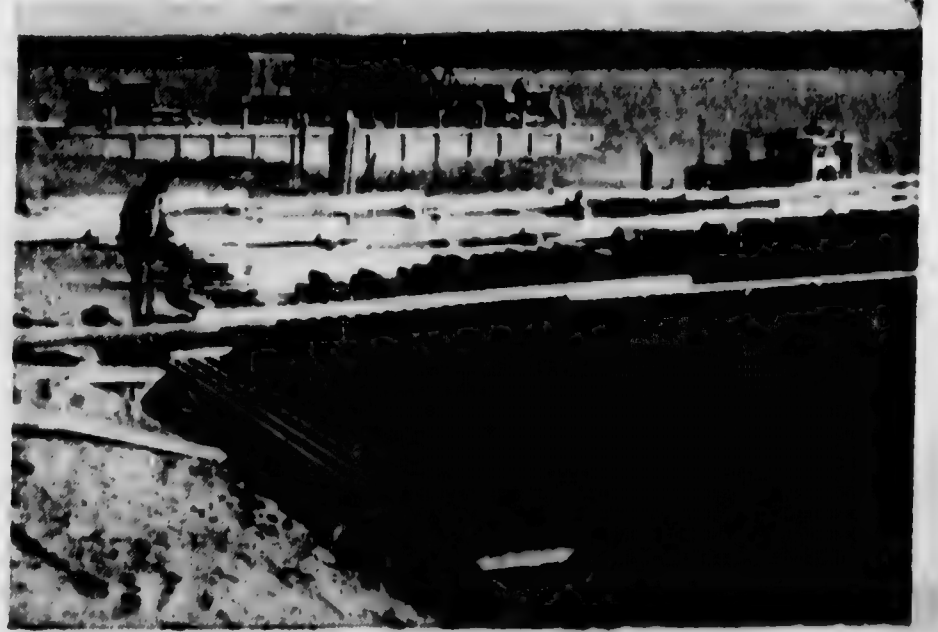
Geologist takes a reading on an alidade



One of many pumping stations



Pipe awaits transportation from Fort Smith



Airlines Gained From Courage Of Bush Fliers

When, in the mid-1930's, the larger airlines of Canada and the United States began to survey the possibilities of airline routes across the Northwest wilderness to Alaska, they gained invaluable knowledge from the experiences—occasionally tragic, but inevitably a distinct contribution to the progress of aviation—of the courageous bush pilots.

In 1938, two airports went into operation at Fort St. John, British Columbia, and Grande Prairie, Alberta Province. Regular airmail and passenger service through Canada's far Northwest and Alaska became an accomplished fact a few years later.

Most of the American birds known as hawks do not kill poultry or small birds.

Imperial Oil Ltd. Met Schedule

Imperial Oil Limited was the first and only contractor to complete in full the original directive from the United States Army, which was to drill for and produce enough oil for the Canol pipeline by the winter of 1942-43.

Practically all Canadian personnel worked with inadequate supplies and equipment under adverse conditions and against time.

The drilling by September, 1942, had disclosed that there were sufficient reserves in the Norman Wells Pool to justify a four-inch pipeline. Many Turner Valley drillers and tool pushers were on the job from the start and strained to the utmost to get the field drilled by September 1, 1942.

Bush Airmen Were Pioneers Of Northwest

Northwest Staging Route, R.C. A.F., and its auxiliary flight strips has its origin in the old days of "bush flying" in the Canadian Northwest and Alaska.

It is a tribute to the skill of the early pilots that the mortality of men and equipment was low; directional beams were non-existent, radio communication with the ground was undeveloped, and the integrity of the fliers themselves often carried them home on what is still known as the "seals of their pants."

Camp was established on the bank of the Mackenzie River opposite Norman Wells. Surveys by air and on the ground were started immediately to lay out the road and pipeline from Norman Wells to Whitehorse.

First Time Condition Faced Struggle to Defeat "Permafrost" Featured Pipeline Construction

Nature marshalled terribly formidable forces against the army engineer during construction of the great Canol pipeline between Norman Wells and Whitehorse. Probably the greatest single enemy of the engineer, because it had never been faced before in a major construction project, was that of permafrost, or the southern edge of the polar ice cap. Removal of the top earth crust started real trouble. In the following article Lt.-Col. Lockridge tells of the problem and the methods used to win the battle for the engineers.

By LT.-COL. ROBERT W. LOCKRIDGE
Edmonton District Engineer, U.S. Army

Permafrost, a term used to express a permanently frozen condition of ground in the far north, was one of the natural forces encountered by engineers and construction workers on the Canol project. Although permafrost is a phenomenon long known to science, it had never before been encountered by the men who carried out the project.

It proved to be one of the severest handicaps both in road and building construction. Residents of the Canol area, although they knew permafrost existed, what it looked like, and to some extent how it acted, had done nothing about it. There had been no necessity for them to do so, since their construction was on a small scale.

MORE TIME NEEDED

Much time, more than was available, would have been needed for scientific study. Hundreds of buildings had to be constructed and hundreds of miles of pipelines and roads built through permafrost area and over muskeg, hence it was necessary to supplement what scientific study had been made, mostly by the Russians, with trial and error methods and "rule of thumb." Practically no experience records were at hand, although approximately one-fifth the world's area is underlain by permafrost.

The destructive action of this phenomenon has materially impeded colonization and development of the north. Its thickness ranges from a few feet in the southern part of its range, to several hundred feet in the extreme north. In the Norman Wells region it sometimes was found only six inches below the surface. Stresses or pressures exceeding 3,000 pounds per square inch may develop in freezing ground.

DRAINING NO GOOD

It was found, on the Canol Project, that when tundra and moss is stripped off ground underlain by permafrost the summer heat penetrates the hitherto permanently frozen ground. As it melts, water is given off, turning the area into an impassable quagmire in a few short days. Attempts to drain or dry up such areas met with failure.

as the exposed permafrost continued to melt, liberating more water. In order to make roads passable at all they had to be cordoned with logs and brush.

When buildings were constructed on piles set in permafrost the melting of the permafrost caused the piles to sink. In winter, freezing again would throw them out of line, causing considerable damage to walls and foundations.

There are two general methods of combatting the condition, the active method and the passive method. The first is a type of construction in which permanently frozen ground is shaved and kept uniform in level and near the structure. The passive method consists in carefully refraining from disturbing the frozen area at or near the structure. Determination of which type should be used depends upon factors in individual cases.

The present contention, supported by some evidence, is that permafrost exists only where the mean annual temperature is 3 1/2 to 4 degrees below zero. Centigrade, or lower. Therefore the annual mean temperature is a factor in determining what method to use. The passive method, in general, was used at Norman Wells.

METHODS USED

In constructing roads over comparatively flat lands, after earlier disastrous experience in stripping moss and tundra, every effort was made to keep from disturbing this insulating cover along a proposed road site. Additional tundra and moss was piled on the planned road bed to further insulate the permafrost and a fill of two to four feet of dirt placed on top.

The difficulties encountered in other efforts to build roads were enormous. On one side hill cut where moss had been stripped, the permafrost melted and tons of earth poured over the road overnight, covering approximately 1,000 feet of newly completed road. On another section, a clam shovel worked about two weeks within an area of 100 to 200 feet, shovelling much flowing into the upper ditch from the mountain side and dumping it on the lower side of the road to prevent losing that section of the road.

To construct buildings in this area, piles for heavy foundations should be sunk into the permafrost and allowed to remain for six months to one year before constructing buildings on them. This will allow the permafrost to re-establish its table.

HAD NO TIME

At Norman Wells sufficient time for this was not available. The method used there was to disturb the tundra as little as possible, cover it with a brush pad, and over this a fill of earth about three feet thick. On this foundation was placed a pad of logs on which the buildings were erected. Suitable earth for making fills was one of the scarcest materials at Norman Wells.

As a result of this type of construction, an active layer of approximately three feet thickness was established over the permafrost. It heaved in winter, due to frost action, and settled during summer thaws. Many of the buildings at Norman Wells were heaved out of line as much as three feet during the winter of 1943-44 and will require extensive repairs. Their life probably will be only one-third that of the same kind of buildings in non-permafrost areas.

The forces of permafrost and conditions which cause it are millions of years old. Engineers cannot fight permafrost and destroy it, but will have to compromise with it. Untold wealth in minerals, petroleum, timber, water power and furs lie within the permafrost region.

Men can and will overcome the many obstacles, but science, engineering, and research must be enlisted in the effort. "Eyeball engineering" or the method of trial and error may suffice for an emergency, but permanency will result only from proper planning based on proven conditions after years of study and research.

Start Milk Fund To Feed Moose

By SGT. BILL HICKSON,
U.S. Army

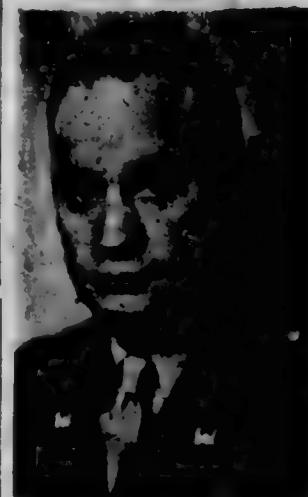
A Moose Milk Fund has been initiated at Fort St. John, which solicits contributions toward the cost of feeding two reddish-colored bony-legged moose calves, the station's new mascots.

Affectionately named "Elmer and Joe," these orphans of the forest which are mostly all hump, head and ears, were found stuck in muskeg. Several GIs rescued the three-week-old moose and brought them to camp.

A diet of milk was recommended by local authorities, but it was found that milk from the mechanical cow made them sick. After several desperate appeals, a farmer consented to sell fresh cows' milk to the standants for the purpose. This began to run into money as the calves began to grow, while becoming as tame as lambs.

Several of the custodians, including Sgt. Virgil Johnson and Pfc Emmet Williams, were paying for milk out of their own pockets. But the farther from pay day the less cash was available for milk. So "Moose Milk Fund" came into being.

Difficult Task



Lt.-Col. Robert W. Lockridge, district engineer officer of the Edmonton district, U.S.E.D., who grappled with the great problem of construction over the permafrost in the sub-Arctic districts around Norman Wells.

Flight Courses Open at Purdue

Anticipating the needs of expanded air travel in the postwar era, Purdue University will soon undertake the training of specialists in flight administration. President E. C. Elliott announced that the faculty has approved the granting of the degree of Bachelor of Science in Flight Administration. The curriculum will be administered by the School of Mechanical and Aeronautical Engineering. Enrollment will be limited to 100 at any one time.

The new course of study will be made possible not only by the present program in aeronautical engineering, which possesses well equipped laboratories for this purpose, but also because of the facilities offered at the university airport, which has been in operation 12 years.

Those who enroll in the course will live at the university airport, where navy V-5 trainees now are getting primary flight training.

No nation in a thousand years has been able to conquer and hold the Balkans.

Work Rushed On Emergency Landing Strips

Construction of emergency flight strips Nos. 1 to 4, inclusive, commenced June 23, 1943, along the Northwest Staging Route of the R.C.A.F. Work on fields 5 to 8 got under way on July 20, 1943. All flight strips were completed and in full operation last winter.

While the actual conditions under which workers pushed through this little-known project were climatic-

ally favorable in comparison with the severe and variable elements in which most of the Alaska Highway and Canol Project construction was undertaken, the problems of terrain were in many instances identical. The same swamp-like muskeg was encountered; sand and gravel had to be hauled many miles to the actual point of use, and the problem of clearing rights-of-way was enormous.

Frustrated miss: "The Man Without a Country" is rapidly being replaced by the country without a man!



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We Salute You "Good Neighbors"

Edmonton in a Beautiful Setting as Portrayed by Cameraman from the Air

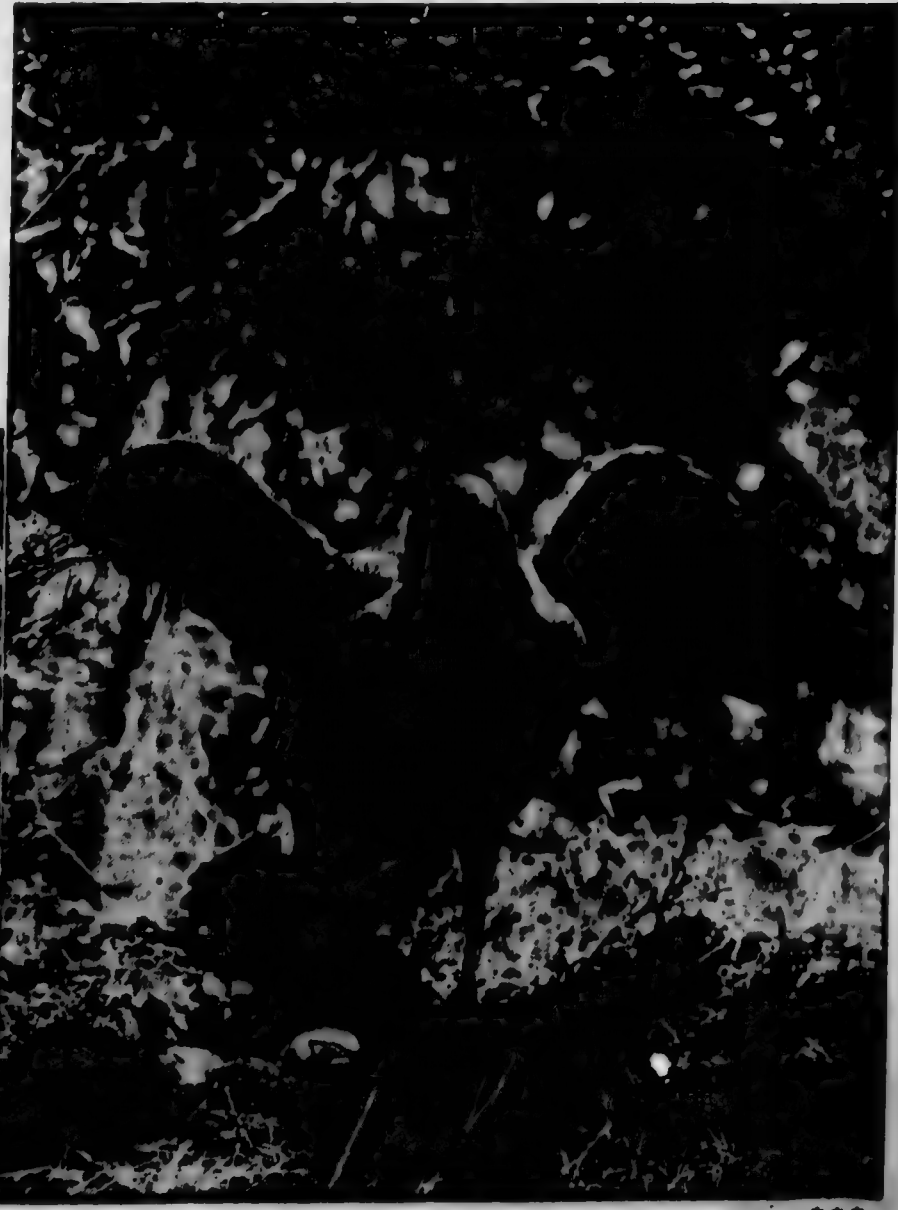
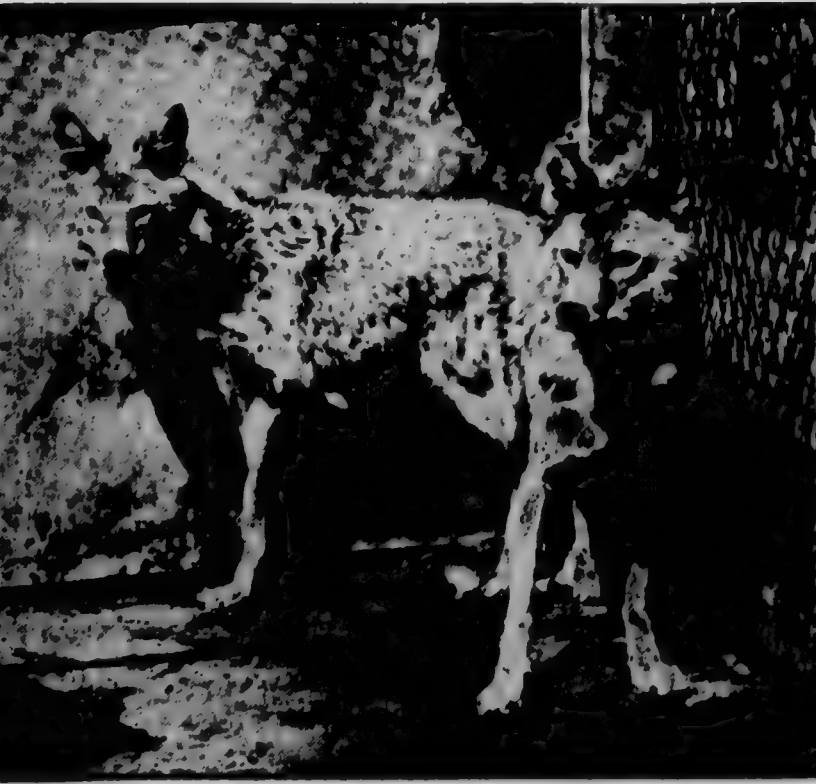


Unusual air view shows Alberta's Parliament Buildings, seat of the world's first Social Credit Government. Grounds of the buildings, beautifully landscaped, slope down towards the Saskatchewan river. The North end of the High Level bridge can be seen in the lower left hand corner of the

picture. In the distance, modern office buildings and hotels stretch skyward. Notable feature of Edmonton, as seen from the air, is the abundance of trees and shrubbery within the city limits.

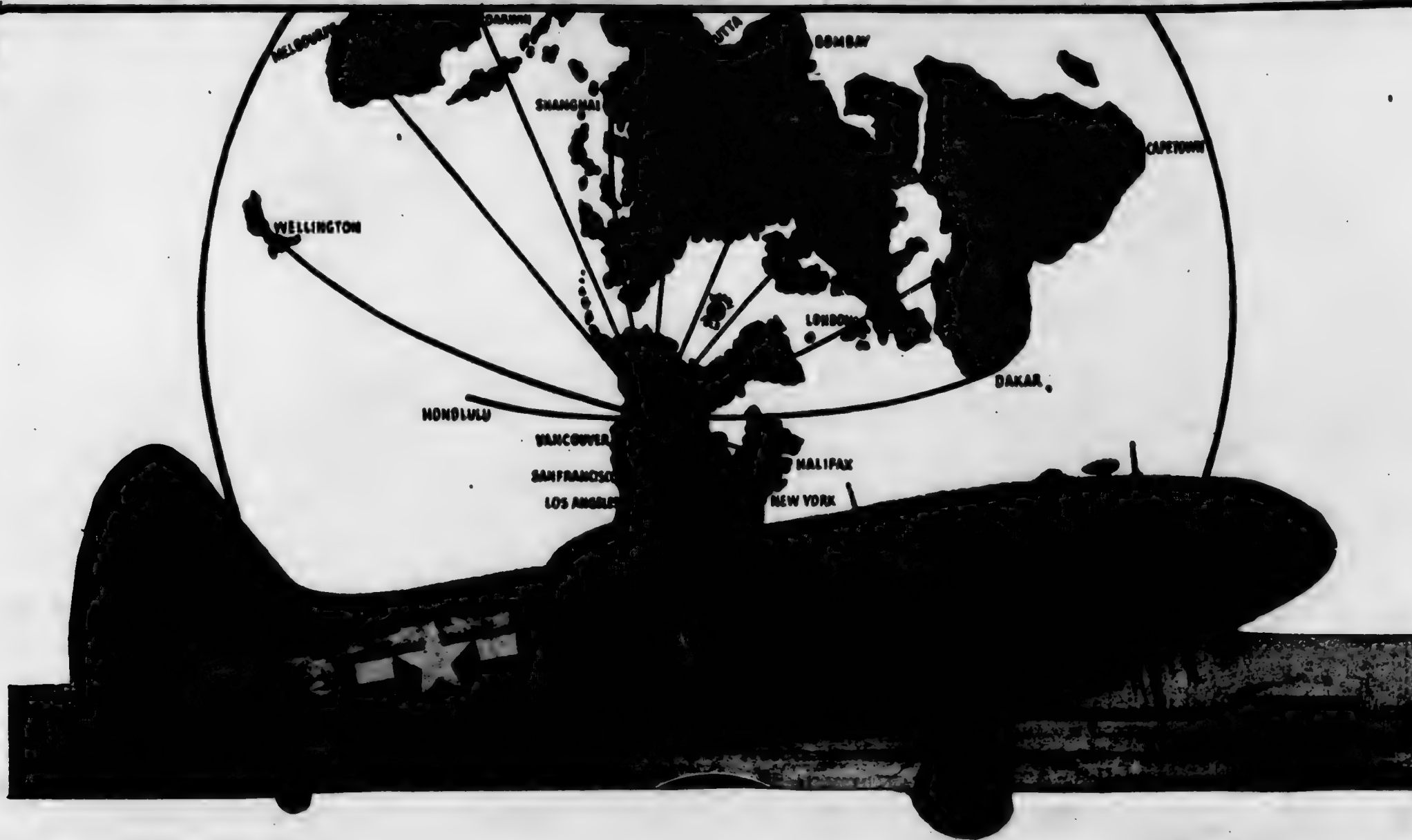
Scenes from City Zoo At Borden Park

LEFT: Favorite of Zoo visitors in Edmonton is this bear, always ready to entertain with lumbering antics. Mr. Bruin is pictured begging for bread from his admirers. BELOW: Photographer Alf Blyth snapped these two coyotes in an unusual pose. No, they are not a freak Siamese-twin exhibit. RIGHT: A Canada goose keeps watch over its nest of six eggs. Neck of the Canada goose is strong enough to break a man's arm.



Edmonton

At Crossroads of World Aviation



The City Owns Its Own Utilities . . .

Edmonton has a business all its own. Edmonton manages and operates its own utilities and in recent years they have kept pace with a growing city. Modern transportation featuring up-to-date bus lines operated by electricity. A telephone system. Edmonton's large power plant generates its own electricity and power. Water in Edmonton is crystal clear and pure — brought to residents through the city's own pumping and filtering plant.

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Edmonton's Strategic Location Reveals A Bright Commercial Future For This City

The future of Edmonton is destined to be a bright one. We, in this city, look forward to the metropolis of the future—Edmonton—where men of all nations meet in the friendly spirit of good neighbors. Edmonton is growing today. Edmonton will continue to grow in post war days. We predict increased population, increased manufacturing facilities, fine new buildings—a city of the future. We believe in Edmonton. We like Edmonton. We believe you will like Edmonton too.

City of Edmonton

JOHN W. FRY,
Mayor.

Edmonton Boasts Fine Modern Buildings and Spacious Parks

Edmonton is a modern city — built for the future. Its large modern office buildings and apartments . . . its wide city thoroughfares . . . its spacious and beautiful parks are built for a bright future. Edmonton's industry is keeping pace with the city too . . . for its several large manufacturing plants report steady, uninterrupted growth.

One of the Largest Airports In the World

Planes from all over the world meet at Edmonton's huge airport—one of the largest in the world. In addition, another airport project costing \$11,000,000 is being rushed to completion a few miles out of the city.



EDMONTON
THE CITY WITH A FUTURE

Alaskan Wing Transport Performs Aerial Miracle

Camp at Canol Great Feature Of Big Project

One of the big features of the oil pipeline construction between Norman Wells and Whitehorse was the establishment of Camp Canol, main base of operations for the service road, pipeline and telephone line in the Mackenzie district.

Camp Canol was, at the peak of construction, a miniature city on the rim of the Arctic, more than 1,200 miles north of Edmonton.

At one time about 3,000 persons, military and civilian were at Camp Canol. Contractors moved a mod-

ern refrigeration plant north to supply the workers with fresh meats and vegetables.

A moving picture theatre and a recreation hall were improvised. There were geologists, well drillers, soldiers, white and colored, tractor drivers, engineers, airman, marine operators, many young women stenographers from all parts of the States and Canada and native Indians in the camp at various periods.

Site of the camp was originally on the banks of the Mackenzie directly opposite from Norman Wells but was later moved eight miles southwest along the pipeline road to Whitehorse.

There are still upward of 1,000 persons at the camp.

Some men like to drink because it makes them see double and feel single.

Engines of B-29 Develop Total of 8,880 Horsepower

Now that the world's biggest, most potent bombing plane, the B-29 Superfortress, has had its baptism of fire over Japan, the U.S. Army is pulling back the flap of secrecy. Half again as large as the Flying Fortress and Liberator, the Superfortress is a mid-wing, four-engine, all-metal monoplane that carries a greater bomb load, faster, farther and higher than any other plane in the world.

It can fly and bomb from heights too rarefied for most enemy fighter planes, and it is as fast as most single-engine pursuit ships. It bristles with 30 calibre machine guns and 20-millimeter cannon, mostly operated in power-driven turrets.

It's longer than a Pullman car, carries almost as much gasoline as a railroad tanker, and each of its four engines is more powerful than a locomotive. Its wingspan is slightly over 142 feet, compared to the regular Fortress's 103. And its superbly-streamlined fuselage is 90 feet long compared to the B-17's 75 feet. A revolutionary wing enables the ship to take off in a shorter distance than a Fortress.

TREMENDOUS POWER
Powered by four 2,200-horsepower, 18-cylinder radial air-cooled Wright Cyclone engines with two superchargers each for high flying. It has nearly twice the power of a regular Fortress. The B-29 also carries a fifth engine tucked away in the rear of the fuselage to serve as a self-starter for the rear engines out on the wings. Batteries aren't powerful enough to turn them over.

Hamilton Standard propellers with a diameter of 16 feet 6 inches hurl the new sky giant through the air.

To bear its tremendous load, engineers have given this sky wagon six wheels instead of three for its tricycle-type landing gear.

Aerodynamically, the big plane is so perfectly balanced that the pilot can operate the controls manually, thus getting a better "feel" of the ship's performance. The ship is equipped with electronic devices that enable it to fly on a set course more accurately than a human pilot could hold it, and one of these devices will make more than 300 flight corrections per minute. For operating this vast assortment of equipment, the Superfortress has 150 electric motors of 49 different types.

'Jam the Stuff Through' Would Be Proper Slogan For Great U.S. Sky Route

By BRIG. GEN. D. V. GAFFNEY
Commanding General, Alaskan Wing, Air Transport Command, U.S.A.A.F.

Two months after Pearl Harbor, the Air Transport Command began to develop an inland northwest route from the United States to Alaska. It was one of the first routes over which the old Ferrying Command, parent of the Air Transport Command, flew its own transport planes as a regular operation.

By April, 1942, it was possible to fly important quantities of supplies to the Army Engineers building the Alaska Military highway. While the work of enlarging the airfields went forward with utmost haste, bombers and pursuit ships drilled northward to oppose the Japs, stealthily making ready for their attack on Dutch Harbor.

STEADY EXPANSION

The Alaskan Wing, as such, was activated October 17, 1942. It has expanded steadily since then as the pressure of war mounted but its mission remains unchanged to this day.

The job of the Alaskan Wing is to ferry combat planes toward the fighting fronts and to transport men and material as military necessity requires. The sole reason for the existence of the Wing is to fulfill that mission.

We are not in close combat with the enemy. Instead, we fight time and the sub-Arctic elements—wind, ice, fog, freezing temperatures.

If we had a slogan, it would be this: "Jam the stuff through."

In one 12-month period, the Wing flew 60,000,000 passenger miles, happily without a single fatality.

This is equivalent, roughly, to transporting the entire pre-war population of Edmonton, about 90,000 persons, from Edmonton to Fort St. John and return—a round trip of approximately 700 miles. Ferrying and search and rescue flights are more hazardous. We have lost men and planes. We have lost other men and planes who set out to save the first ones. That is inevitable in war.

A LONG ROUTE

To the southward, the Wing is based in Minneapolis, Great Falls, Montana and Seattle. Northward and westward, it extends to Nome, Alaska, and Attu, more than 1,600 miles out the Aleutians Chain. There is a coastal route from Seattle northward along the rim of

Air Chieftain



Brig. Gen. Dale V. Gaffney, Commanding General of the Alaskan Wing of the U.S.A.A.F. Transport Command, whose Command has performed transportation miracles since Pearl Harbor.

the Pacific. It goes without saying that the hazards of land plane operations over the Pacific ocean and the Bering sea are many.

These few facts are set down as a matter of general information because Canadians share with Americans in whatever small accomplishments stand to the credit of the Alaskan Wing. The Wing bears the name "Alaskan" but its headquarters are in Canada. The Canadian flag and the United States flag float from twin flagpoles before Wing headquarters and before the headquarters of every station of the Wing located on Canadian soil.

We share fields with the Royal Canadian Air Force and enjoy a comradeship with the men of the R.C.A.F. which, for our part, is

both heartwarming and inspirational. Once our planes cross the Canadian border into Alaska, we are again in the U.S.A.—geographically speaking.

In the matter of good will and friendship, I have found it no different on either side of the Canadian-Alaskan border, as there is no difference on either side of the Canadian-United States border.

Much has been said and written of Canadian-United States amity. The war has brought to us of the Alaskan Wing the individual privilege of feeling, seeing and living this amity. It is our great hope that we add a little something to it.

Norman Refinery Fuels Were Used To Build Canol

Built in 1929, the modern refinery at Norman Wells supplied petroleum products for the construction equipment used in the Canol Project, as well as supplying its regular market of mining, river traffic and the aeroplanes operating in the district.

This is the second refinery built at Norman Wells by Imperial Oil

Limited. The first was built in 1922, following the discovery of oil at Norman in 1920.

Although six wells were drilled and a small primitive refinery built from 1920 to 1924, the local market did not justify continued operation, and the wells were capped and the refinery shut down in 1924.

In 1932 the discovery of radium deposits in the district and increased traffic on the river, called for the re-opening of the refinery and the uncapping of the wells. In 1939 the old refinery was pulled down and the present modern plant erected to meet increasing demands for high octane fuels, motor gasoline, diesel oils and heavy fuel oils.

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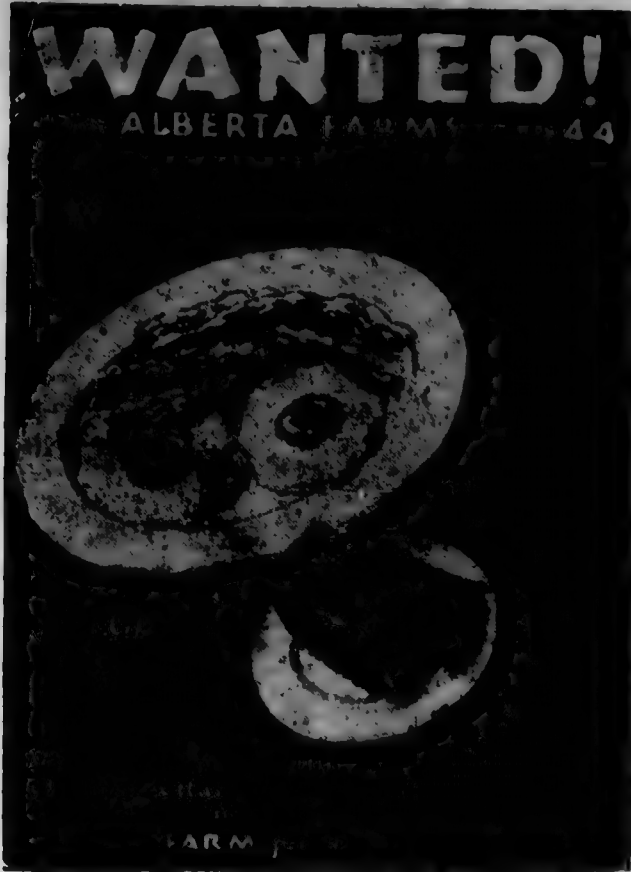
Jasper Park Lodge, Jasper, Alta.

Minaki Lodge, Minaki, Ont.

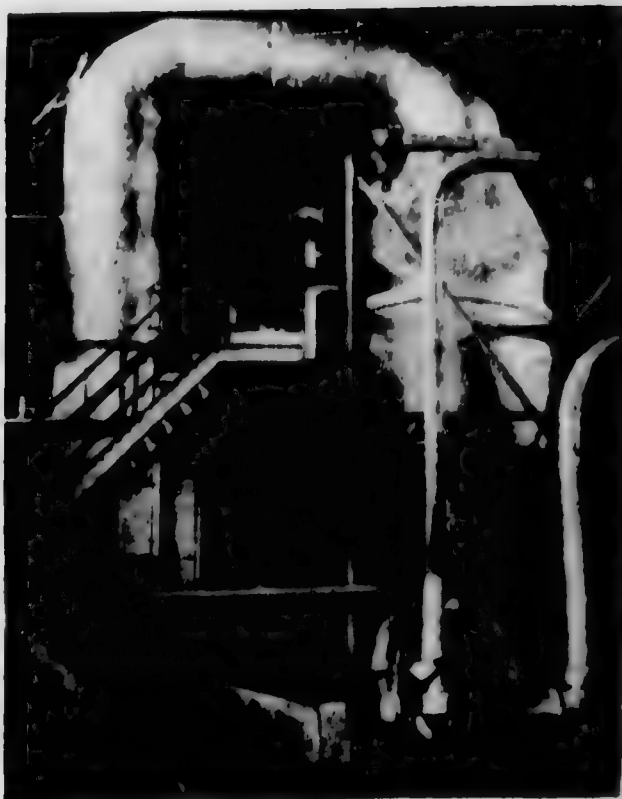
Pictou Lodge, Pictou, N.S.

CANADIAN NATIONAL HOTEL DEPARTMENT

R. SOMMERVILLE, General Manager, Ottawa, Ont.



*Alberta's Natural Resources
Provide Economic Security
For Post War Development*



Seabees Battle And Build Too

These first American bombers to reach Guadalcanal, when that island was still a Jap base, took off from an unfinished airfield, freshly carved from the green banks of the jungle by sweating danger-crazed soldiers—the first of the Seabees.

The almost fabulous achievements of these veteran construction men, who donned Navy blues so that they could fight as well as

build, already have become a legend of World War II.

Today, two years after their creation, the Naval construction battalions—to use the Seabees' official designation—are still looked upon by a large section of the public as being an adventurous cross between Robinson Crusoes and pirates. But military men recognize these battling builders as skilled technicians and ingenious improvisers as well as good fighting men—for it was these island-to-island trail-blazers who hewed out the advance bases which are now the jumping-off places for American ships and planes.

The morning newspaper headlines of air and sea offensives often are directly traceable to yesterday's Seabee construction. The old fields of New Georgia, now an offensive spring-board for the Allies, were rushed to completion by the Navy's fighter-builders, who landed at Segi with bulldozers, power shovels, and trucks.

According to legend, the weaving of silk began when Si-Ling-Chi, the Queen Consort of Moang-Ti, emperor of China, studied the activities of silk worms and invented the processes needed to turn silk into cloth.



A Portion of the McInnes Fishing Fleet on Lake Athabasca.

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KNOWN WHEREVER GOOD FISH IS SOLD OR SERVED

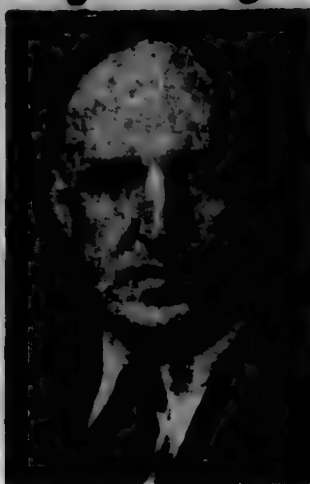
Suppliers to the Nation Over a Quarter of a Century

806 McLeod Building

Edmonton, Alberta

Fleet Headquarters and Shipping Plant: Waterways, Alberta.

Legion Manager



W. J. Williams, secretary-manager of the Edmonton branch of the Canadian Legion, B.E.S.L., who tells of the vital role American assistance in the Northwest played in defending Canada from the Japanese.

U.S. Assistance Vital to Defence Of Canada's Soil

By W. J. WILLIAMS,
Secretary-Manager, Edmonton Canadian Legion Branch

On completion of the Northwest projects, the Canadian Legion extends to all ranks of the American forces and to the civilian personnel, our deep appreciation of the magnificent job done.

Sometimes we are apt to forget what a great debt of gratitude we owe to our neighbors from over the border for their timely steps taken in conjunction with the Canadian people, to provide adequate defence so that the Japanese hordes could not overrun this country.

PERIL IS PASSED

That peril seems now to have passed, but any right-thinking Canadian will acknowledge the debt we owe the United States government for prompt precautions to ensure the safety of this country.

We also wish to tender our sincere thanks to the officers of the United States forces stationed here for their help at all times and more especially for their co-operation in enabling the Welcome Home committee of the Legion to provide a hut for the welcoming of boys returning from the battle fronts. We wish them all good-luck in the future.

Construction of eight emergency flight strips along the Northwest route presented problems similar to those faced by the pioneer constructors of the Alaska Highway and the Canal project.

Is Stern Challenge

With Fine Record in War Alberta Prepares to Meet Great Problems of Peace

By PREMIER ERNEST MANNING

With the successful and brilliantly conducted invasion of Europe which is now smashing back the Nazi war machine in Italy and Normandy, amazingly conceived and executed to coincide with the great drive eastward of our Russian allies, the United Nations have entered upon the final stage in the gigantic struggle against the forces of aggression.

True to her traditions, Alberta has made a contribution to this world-shattering conflict of which her people have cause to be proud. From the very beginning her sons and daughters have gone forth to serve in the active service forces on sea, land and in the air, with distinction to themselves, to their province, to Canada and to the cause in which we are fighting.

MADE BIG CONTRIBUTION

In addition, Alberta has contributed substantially to the war effort both agriculturally and industrially—a contribution which, with that of her manpower, has been made to the greatest possible extent. It is needless to add that all this will be continued on such a basis until victory has been achieved.

Following the victory of arms for which the freedom-loving peoples of the world have been hoping, striving and praying for so long, we shall be faced with the giant task of rehabilitation.

So much is involved in this single word "rehabilitation." It not only means the co-operation of nations like the United States and Canada, endowed with vast natural resources, in helping the less fortunate nations with the task of repairing the havoc created by the war, but it involves the greater responsibility of putting our own national house in order and keeping faith with our fellow-Canadians who are giving their life-blood on the battlefield of Europe.

We must face the fact that the men on the battle fronts are not fighting to maintain the old order of poverty, unemployment and social injustice. We must not break faith with them this time. We must see to it that those who come back, return to the kind of post-war world for which many of them even now are making the supreme sacrifice.

WILL PLAY PART

In this great task Alberta can and will take a prominent part. Under the stress of war conditions Canadians, and other free peoples, have been forced to surrender many of their democratic liberties. Already there are signs that powerful influences are at work to use the situation which will exist after the war to impose upon us some form of state dictatorship—the very evil which caused this war and against which we were obliged to take up arms. That must never happen, and Alberta can give the leadership, which she has always done in the past, to ensure that, here in Canada, our post-war order will be a real democracy, based on full personal freedom for all, and free from the evil features of those pre-war years of social injustice.

That is the challenge which faces us at this crucial time—and it is a challenge which, I am confident, the people of Alberta will take up with courage and zeal.

New U.S. Bond Selling For \$10

A new \$10 U.S. War Savings Bond, known as the "GI Bond" to be purchased at present only by monthly \$7.50 deductions, is now available to all military personnel.

Class "B" installment allotments now in effect under the plans for \$6.25, \$12.50 and \$25.00 deductions will be discontinued automatically as soon as present allotments complete payment for a bond.

A campaign is being conducted to sign men up for new Class "B" allotments under a bond-8-month plan. Under the new set-up, each pay deduction will complete payment on a bond which will be either the new \$10.00 bond sold to military personnel only, or the \$25.00, \$50.00, \$100.00 or larger denomination Series "E" bonds. Without all the month-to-month carryovers of previous plans, bond book-keeping will be much simpler.

The new denomination bond will not be available until August. These bonds, therefore, will only be sold under the Class "B" allotment system—no cash across the table purchases until further notice. The bonds will be issued and delivered as soon as the new bond stock is available, but will be dated back effective the month of purchase.

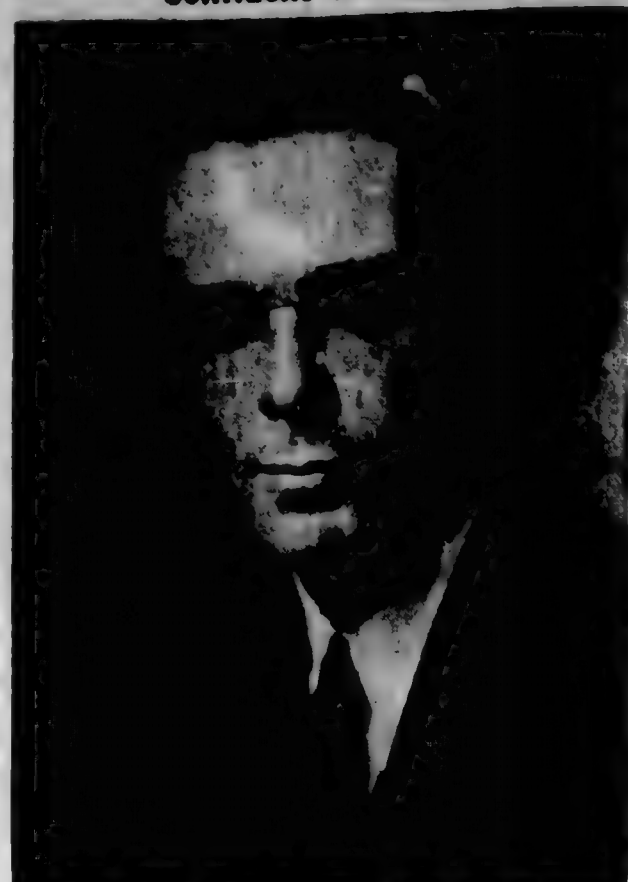
Can No Longer Choose Branch To Serve With

Men who are about to be drafted are no longer select their favorite branch of the armed forces. After July 1, says U.S. Selective Service induction, have no choice between army and navy. Instead, they'll be assigned for whatever branch of the service happens to be in the greatest need of men.

Draft headquarters announce that the "revised procedure" will enable local boards to continue to fill each call for selecting available volunteers and non-fathers ahead of fathers, and induct men in accordance with their order number as provided by law.

In their latest ruling, Selective Service has also instructed local draft boards not to send up men or induction who are classified as "for limited service only, unless ordered to do so by the State Selective Service Director. Generally the army has been accepting limited service registrants up to five per cent of the monthly quotas.

Confident of Future



Premier Ernest Manning of Alberta who feels certain this province will face the problems of peace as it has accepted the harsh sacrifices of war.

COUTTS Machinery Co. Ltd.

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HAROLD BOYLE

Canol

WAS BORN IN 1920

SINCE THE ICE AGE Canada's vast Northland lay wrapped in timeless slumber ... Then, in 1914, a little group of prospectors approached the Arctic frontiers in search of petroleum.

By 1919 Imperial Oil geologists had narrowed down this Northern quest to an area along the Mackenzie River near the tip-top of Canada's map. In 1920, near Fort Norman, the drill struck oil!

As the North opened up, a small refinery was built to serve the pioneer airplanes, mines and river craft.

Then came Pearl Harbour! Shipping on the Pacific seaboard was menaced. Could another supply of oil for coastal defence, for the protection of Alaska and for attack through the Aleutians be developed?

Imperial Oil was asked by the U. S. army to get the answer to this vital question.

Thus Canol developed; and while Imperial geologists and drillers sought and found more oil, the enormous program of waterway, road and air transport, of pipe line and refinery construction, went on apace.

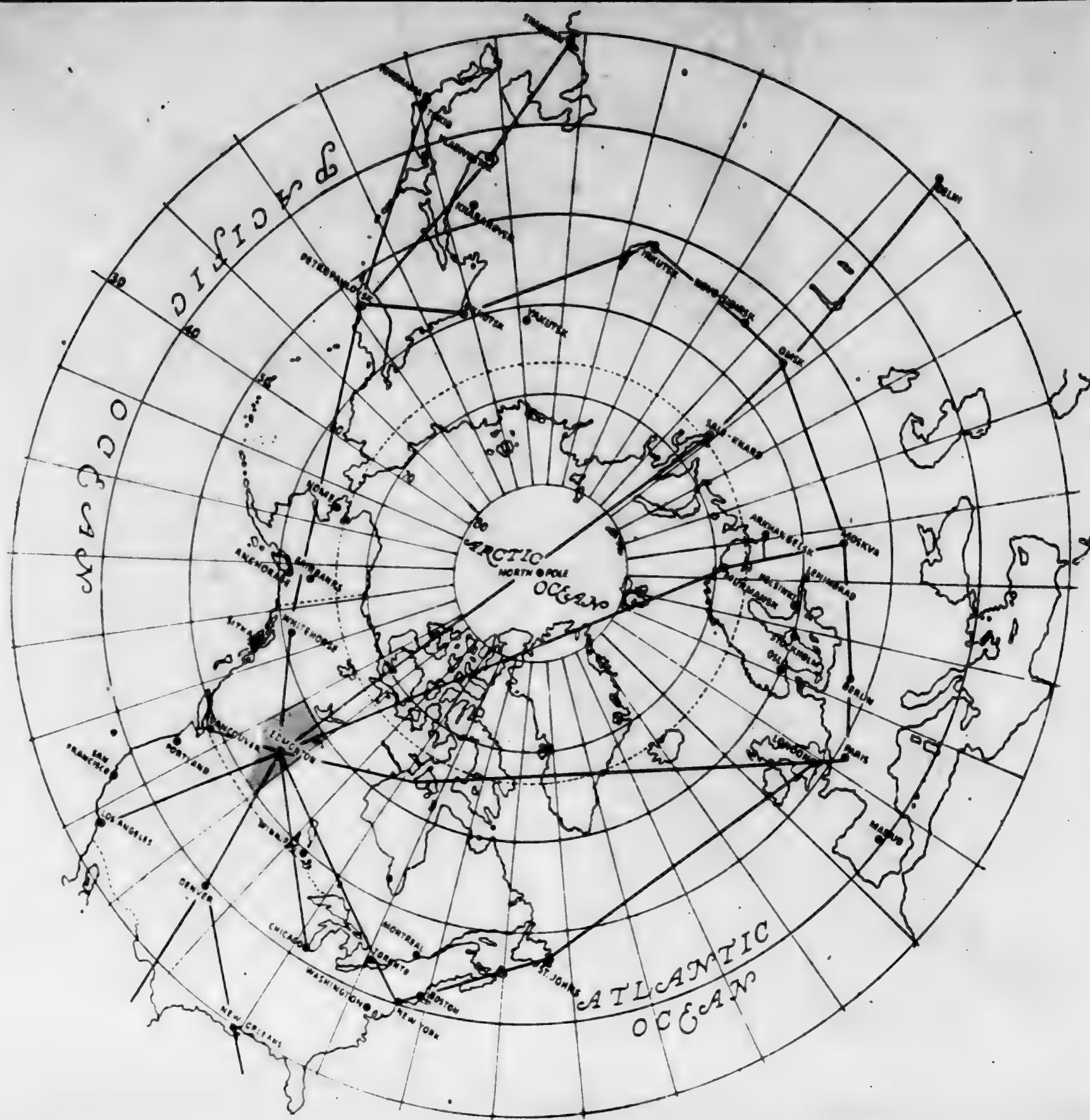
Today the Canol project is completed. A supply of oil for military needs has been secured; there is hope for further discovery, and the territory is open to all oil seekers who care to stake their knowledge and capital.

Imperial Oil has undertaken to risk large amounts of capital in an effort to "prove up" enough oil to warrant the enormous expenditure needed for a pipe line before the oil can be brought to commercial markets.

It is a job that calls for time, patience and perseverance, but it is no more fantastic than the Canol of today would have seemed to the men driving the first drilling bit down to Norman's oil sands twenty-four years ago.



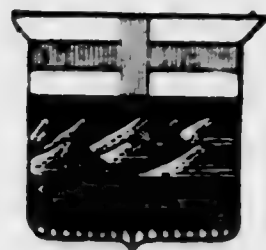
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 year of factories and consequent industry,
 Outstanding in quantity of large and well-equipped airports,
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to EXTEND OUR RESPONSIBILITY

With the completion of the Alaska Highway and the Canol project, the great hinterland of the North-west has now become a new neighbour for Alberta. It is an immense land of forests, minerals and agricultural valleys.

In the post-war period, it is highly possible that a wave of prospective emigration from the old world may look towards this new one for settlement. It is a world that will have much to offer in the coming nation-wide rehabilitation scheme.

Should this materialize, the resources of Alberta will meet with an enormous demand for increased development, and public responsibility will be extended to cater to the needs of a new empire which will have been born upon the North American continent.

GOVERNMENT OF THE PROVINCE OF ALBERTA

Sees Canol Road As Canada's First Line of Defence

Area Engineer



Maj. W. H. Parsons, Jr., area engineer in charge of construction of the main Canol pipeline from Whitehorse to Norman Wells, who suggests the pipeline and service road form a great natural defence line in the Canadian Northwest.

I cannot conceive that there is any doubt in going back to periodic breakdown of our economy, to periodic unemployment, bankruptcy, and foreclosure—OPA Administrator Chester Bowles.

Is Formidable Barrier On Pathway of Invader U.S. Officer Contends

Today the terrible fires of modern war rage unabated throughout Europe and Asia and still flare in places on the continent of Africa.

Only North America of the great land masses of the earth has escaped the full fury of this global holocaust. And our respite may be only temporary. Technical ingenuity has made the world a small place indeed. North Americans, Canadians and Americans, may, with terrifying suddenness, be called upon to defend their homelands on the very soil of this continent.

If this dread situation does materialize the great Canol oil pipeline and service road, nearly 600 miles in length, will have a role of fateful importance to the peoples of this continent.

The following article, obtained by The Edmonton Bulletin in an exclusive interview, should prove of great interest to both Canadians and Americans in these times of great peril.—EDITOR.

By JACK DELONG
Edmonton Bulletin Staff Writer

The Canol pipeline road is Canada's Northwest Wall. This startlingly new but completely logical theorem is advanced by several United States Army officers engaged in carrying out the vast program of projects in the Canadian Northwest and Alaska.

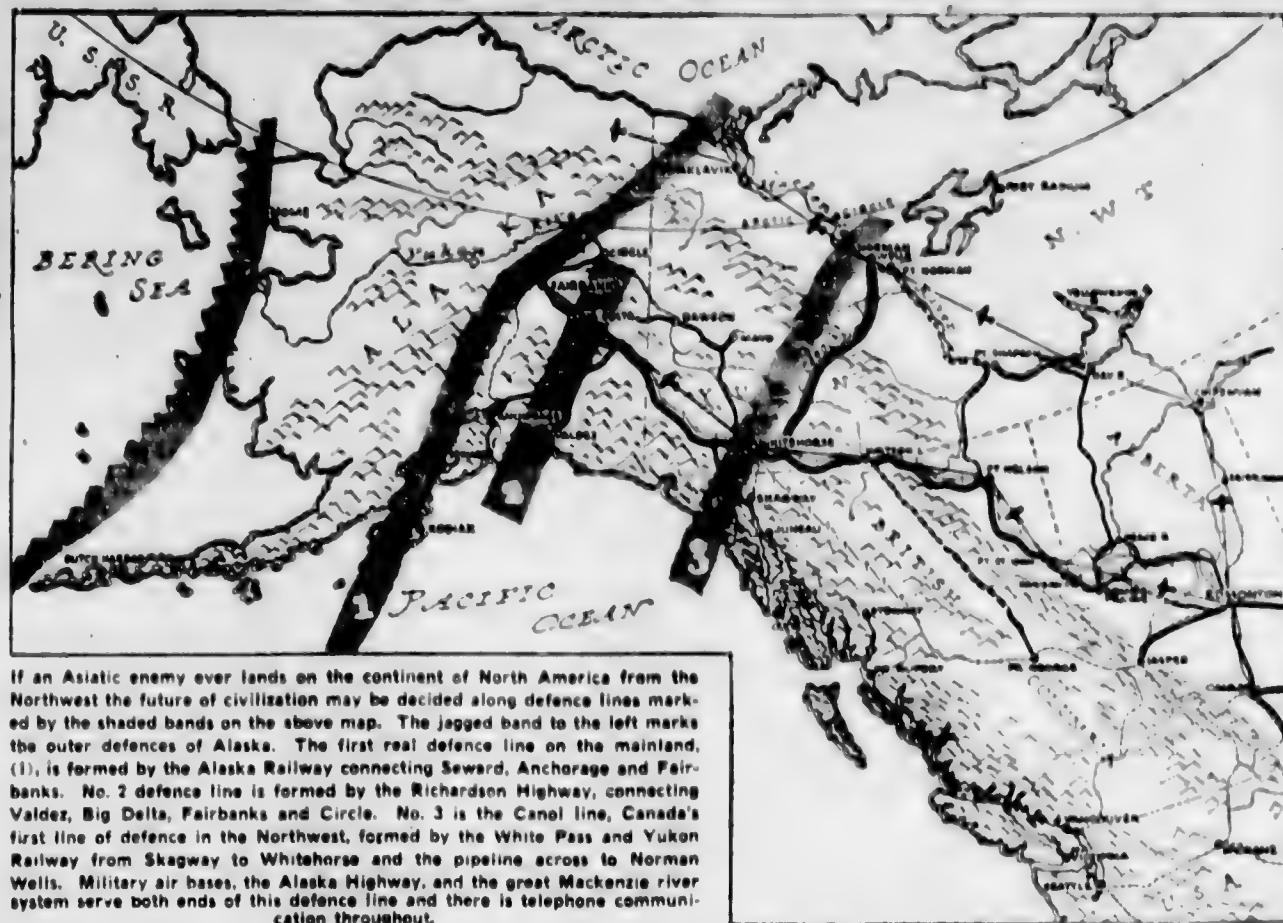
Maj. Walter H. Parsons, Jr., of Houston, Texas, area engineer for the Whitehorse oil refinery, and chief of the Canol operations branch for the United States Army, explained to me the meaning of Canol as Canada's main line of defence and North Amer-

ica's third line of resistance. If the dread day ever comes when we of the new world have to grapple with an invader on our own soil.

FIRST DISCUSSION

It was during a recent discussion of the Canol project and its future

Canol as Canada's Defence Line in Northwest



If an Asiatic enemy ever lands on the continent of North America from the Northwest the future of civilization may be decided along defence lines marked by the shaded bands on the above map. The jagged band to the left marks the outer defences of Alaska. The first real defence line on the mainland, (1), is formed by the Alaska Railway connecting Seward, Anchorage and Fairbanks. No. 2 defence line is formed by the Richardson Highway, connecting Valdez, Big Delta, Fairbanks and Circle. No. 3 is the Canol line, Canada's first line of defence in the Northwest, formed by the White Pass and Yukon Railway from Skagway to Whitehorse and the pipeline across to Norman Wells. Military air bases, the Alaska Highway, and the great Mackenzie river system serve both ends of this defence line and there is telephone communication throughout.

uses to Canada and the United States in the offices of Maj. Parsons at Whitehorse, that the suggestion of Canol as a defensive system was made for the first time.

Sturdy, sharp-eyed Maj. Parsons, whose enthusiasm for big, tough jobs is remarkable, beckoned his interviewer over to a wall map.

"Have you ever given much thought to what would happen if North America is invaded by an Asiatic power?" he asked.

We admitted we had given the matter some thought, particularly in those dark days of June, 1942, when the Japs had a good-sized task force off the coast of Alaska, but no serious study of the terrifying problem had been given.

"Well," said the major, "the Canol pipeline road is North America's third line of defence and Canada's front line. It would be the last really formidable barrier to an advancing enemy army that succeeded in over-running Alaska. And what's more it is a really marvelous defence line," the major declared.

Continuing, Maj. Parsons said: "An enemy from Asia would be confronted first of all, after mak-

ing good a landing in force, and taking our advance bases like Kodiak and Dutch Harbor, by a defensive system formed by the Alaska Railway, running from Seward to Anchorage to Fairbanks and roads to Yukon River and the Taimne Mountains.

"The second line of defence would be the Richardson Highway from Valdez to Fairbanks and sections of the Alaska Highway to the mountain ranges to the east.

"If that line were broken the enemy would then sweep on to the last defence line in Northwestern Continental America, the Canol Line.

"This line starts at Skagway at the upper end of the Lynn Canal and for a distance of 110 miles would be formed by the famed White Pass and Yukon Railway running through the deep gorges of White Pass to Whitehorse.

"From Whitehorse the line would jog the southeast along the Alaska Military Highway for about 75 miles to Johnson's Crossing. At Johnson's Crossing it would curve off to the northeast along the Canol pipeline road to Norman Wells.

Maj. Parsons paused, took a deep breath, and continued:

"Now that Canol road line is a unique defensive line in every respect. Just take note, please, of a few features that are right down the alley of the defender.

ROAD WELL SERVED

"The line is served on the west by the great Alaskan Military Highway and chain of splendid military airports. On the east is the Mackenzie River waterways system. That great river and the many deep lakes, forming part of the system, could base great flying boats, such as are now used in the Pacific war for bombing operations against the Japs.

"Along the entire length of the Canol road runs a telephone line, connected to the Alaska Highway system, providing long distance communication of a superior kind with the industrial interior of Canada and the United States, including Ottawa and Washington, the two national capitals.

"There is an oil refinery at both ends of the line, at which high orane aviation gasoline may be produced.

"To the east of Norman Wells is the great stretch of country known as the barren lands over which any modern army would have great difficulty moving. The great Rocky Mountain ranges along the western end of the line would prove an effective barrier for any invader reaching the west coast of British Columbia. Think

of what those oil refineries close at hand would mean in modern war with its total mechanization.

WOULD MOVE NORTH

"Once the enemy was threatening the Canol line, troops and equipment could roll to the northwest over the Alaska Highway at top speed. Additional men and supplies could move north over the Mackenzie Waterways system. Many supporting lines of defence could be rushed to completion, with new roads branching out at strategic points to the rear of the main positions. Study your maps a while and see how important the Canol line would be in case of invasion from the north west," concluded Maj. Parsons.

To Maj. Parsons the fast Japanese chose to occupy the Aleutian Islands and strike toward Dutch Harbor and Kodiak, saved Canadians and Americans a whole lot of anxiety in the summer of 1942.

UPSET STRATEGY

Had the Japs landed on the Alaskan mainland they might not have advanced very far but they would have probably succeeded in upsetting the grand strategy of the entire war from the Allied standpoint, in the opinion of the officer.

At any rate if it ever should become necessary to defend the home soil of North America on the home soil the Canol defence line, may keep North Americans free men and women.

Alaska Defender States Projects Fully Utilized

LT-Gen Simon Bolivar Buckner, Jr., has a unique distinction among Allied military leaders in the present global war. To General Buckner fell the tremendous responsibility of defending the shores of continental North America itself from attack in the only area where the enemy seemed determined to make a serious invasion attempt. Courage and skill joined the efforts of the Japanese to land on the Alaskan mainland in the critical summer of 1942 and the danger now seems to have passed. The Edmonton Bulletin is pleased to publish the following brief statement from General Buckner, who was in charge of the defence of Alaska during the critical period.—EDITOR.

By LT-GEN. SIMON BOLIVAR BUCKNER, Jr.

Commanding General, Alaska Department, U.S. Army

The tremendous tasks that have been developed from this war are no better exemplified than in the great construction program that has linked the United States with the Northwest Pacific frontier. In completing the Alaska Highway, the chain of airfields across Canada to Alaska, and the Canol pipeline, projects have been achieved that at one time were considered impossible.

NOW FULLY UTILIZED

Not only do these important defence works add considerably to the military strength of the Pacific Northwest, but the common energy expended has reinforced the already strong ties that mark the relationship among Americans of Canada, the United States and Alaska. The effects of our combined efforts are now being fully utilized.

The war is moving west, but our strengthened communications across Canada, linking and reinforcing our military bases, are of immediate importance, and will serve in the future as a nucleus for the development of Alaska and Northwest Canada.

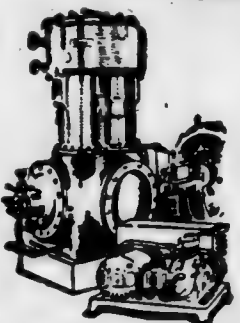
First Airport At Whitehorse 18 Years Ago

As early as 1926, there had been a landing field at Whitehorse, and by the early '30's landing fields had been used by the bush pilots at Watson Lake, Fort Nelson and Fort St. John. This route was used by the old Yukon and Southern Airlines, later absorbed by the Canadian Pacific Airlines.

The Pan American Airways air coastal route from Seattle, Washington, to Juneau and other Alaskan coastal points sometimes is the only link between the west and the east in winter and snow storms, heavy, low-lying fog and generally inclement weather. PAA in emergencies uses this system of airports, ranging from Fort St. John to Whitehorse, Yukon Territory, Canada.

Question: Who supplied refrigeration equipment for CANOL?

Answer: CIMCO-YORK
REFRIGERATION—AIR CONDITIONING AND HEATING



Cimco-York components in a refrigeration system ensure long, trouble-free, economical operation. They cover the needs of small plants, as well as large.

ON THE CANOL PROJECT and along the Alaska Highway, you will find CIMCO-YORK equipment playing a vital part in the development of Canada's North West.

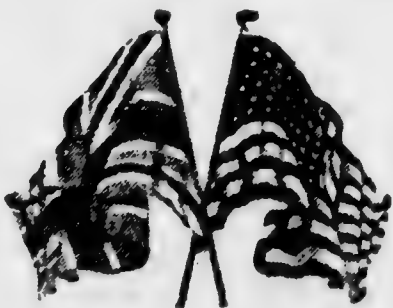
In Edmonton too, and throughout Alberta, there are many more CIMCO-YORK plants. To insure our friends, the owners of these installations, the best possible service and to reflect the confidence placed by them in the Canadian Ice Machine Company Limited, we have taken into our organization:—

MR. L. E. OLSON
8746 81st Street, Edmonton, Alberta

Mr. Olson will, from now on, look after the interests of our customers, in the vicinity of Edmonton, on all service work and the sale of equipment.

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CANADIAN ICE MACHINE COMPANY, LTD., TORONTO, HALIFAX, MONTREAL, WINNIPEG, CALGARY, VANCOUVER



'A SALUTE...

It affords us much pleasure to salute the men of Canada and the United States who brought the great northern defence projects to a successful conclusion.

And when Victory comes, with the demand for new plants, new mills, and new and improved highways, we shall play our part with one objective . . . Service to Edmonton and Western Canada.

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NEW DOWNTOWN LOCATION
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Would Make New Country Available to Servicemen

TCA Big Help When Projects At Peak Load

By D'ARCY McLEOD,
TCA Traffic Manager

Trans-Canada Air Lines is proud of the vital part it has played in the development of the tremendous projects which have just been completed in the Northwest Territories, the Yukon and Northern British Columbia. Edmonton was chosen as headquarters for these numerous undertakings because of its key position as communications centre of the Northwest.

Alberta's capital is served by both of Canada's transcontinental railways, and the jointly owned Northern Alberta Railways, along with their affiliated services. Surface transportation played its part in moving a tremendous volume of freight, express and passengers, but that was not enough.

REQUIRED LIAISON

It was necessary for both civilian and military officials, who had under their control numerous war projects, to maintain close liaison with this northern work. They found Trans-Canada Air Lines the answer to their transportation needs.

The air mail and air express carried in and out of Edmonton reached an all-time high during this construction period. The opinion has been expressed by many that this work could not have been completed in such record time if it had not been for these associated services and Trans-Canada Air Lines. It is just slightly over five years ago that Trans-Canada Air Lines carried its first revenue passenger. Today, it is one of the most vital links in Canada's transportation system, and has done much to expedite Canada's war effort.

Great Northwest Seen As Rehabilitation Area By Premier Hart of B.C.

By JOHN HART
Premier of British Columbia

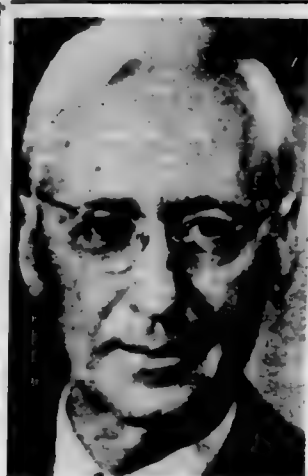
On this continent the pioneering spirit is still prevalent and the Far West still exercises an active influence. Planning as we are for the day when our provinces will be called upon to help welcome and absorb those men and women who have responded to the call of the Empire, we feel that we have in the Canadian Northwest a field of opportunity with a strong appeal to those vigorous young people.

No part of Canada has more to offer, nor lends itself more admirably to the process of rehabilitation. The whole atmosphere of the Northwest is conducive to a complete restoration of lives disrupted by the strains and hazards of modern warfare, and Alberta and British Columbia may expect with every confidence to receive a substantial influx from the ranks of those young men and women who have so clearly established their love of country and their desire to develop it on the lines of the Four Freedoms.

MUCH IN COMMON

Alberta and British Columbia have much in common. Sharing the same natural features, the same wealth of natural resources, they are to a great extent complementary to each other, and have a community interest in all that concerns Canada's Northwest.

Inter-travel and inter-trade have done much to bring them together. I have had the pleasure of discussing these phases at joint conferences of the business interests of both provinces, and was delighted to note their clear grasp of the possibilities and the importance of complete harmony in business and trade relations.



PREMIER JOHN HART

There is no doubt that Canada's Northwest is on the threshold of another era of development and expansion and that, working together, the provinces of Alberta and British Columbia have it in their power to create in the Northwest an industrial and economic unit of vast significance to the future of this dominion.

Seepage of Oil Was First Noted By A. Mackenzie

The first white man to discover the oil seepages in the vicinity of Fort Norman was Alexander Mackenzie and since that time their existence has been known by the fur traders of the North. Of the men living today who first saw the seepages, Lt.-Col. J. K. Cornwall, D.S.O., is probably the best known Edmontonian. The late George Slater, who died recently, was another. Mr. Slater and a man named L. Conibear, pointed the seepages out to Dr. T. O. Bosworth in 1914.

The first geologist to report and call attention to the seepages was R. G. McConnell.

SHOULD GET CREDIT

The first geologist with the knowledge of modern geology to realize the importance of the seepages, and to whom the major credit for development at Norman belongs, is Dr. Bosworth.

Dr. T. A. Link of Calgary made the location of the first well at Fort Norman. He is with the Imperial Oil Limited.

The driller who did the pioneering and started the well is Emery Dubuc and A. W. P. Patrick is the man who finished the hole and brought in the well.

Under the personal direction of Dr. T. O. Bosworth, 44 square miles of claims were staked in 1914 for a Calgary syndicate. These were later sold, together with Dr. Bosworth's report, to Imperial Oil Limited.

Before any of the Canol Project could be started, a transportation system had to be set up from Waterways, Alberta, more than 1,000 miles down the Mackenzie river valley toward the Arctic Circle, to carry essential machines, personnel, supplies and equipment to Norman.

Comely "Good Neighbors"



The great Canol project, like the Alaskan Military Highway, was successfully completed because of the magnificent spirit of neighborly co-operation between Canada and the United States. Above are pictured three "good neighbors," pretty stenographers with the Standard Oil Co. Ltd. of Alaska at Whitehorse. Standard Oil Co. Ltd. of Alaska operates the refinery and pipeline distribution under the direction of the U.S. Army. From left to right are: Lucille Hull, Santa Cruz, Calif.; Barbara St. John, San Francisco, and Joan Pedersen, Vancouver, B.C.

Northern Lake Has Frequent Gales of Wind

Great Slave Lake is about the size of Lake Erie and subject to frequent and sudden storms similar to the "Willawaws" that prove so troublesome in the Aleutians. Several barges foundered in such storms but all equipment was recovered as the lake is shallow where they went down.

Toil In Winter To Finish Canol Refinery Plant

Fifteen hundred men worked throughout the winter of 1943-44, sometimes in temperatures as low as 35 degrees below to rush the Canol refinery to completion in time to process the crude from the oil field as it arrived.

Speech experts have found that "problem parents" sometimes are responsible for psychological speech disorders in children.

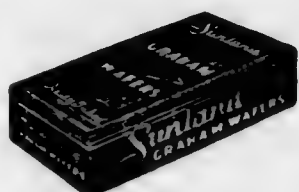
Important Task



Lt.-Col. Robert H. Bungay, who was the U.S. Army officer directly in charge of Canol operations, under the commanding general.

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Have you noted . . . SUNLAND BISCUITS on today's grocery list?



If you haven't tried them, jot SUNLAND BISCUITS on your grocery list now. Try the Sodas and the Graham Wafers now . . . later on, remember to inquire about many delightful SUNLAND FANCY BISCUITS. They'll be on the market again as soon as possible.

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THE ONLY—

Western Owned Biscuit Company

in the three prairie provinces—

In the space of a few short years, SUNLAND BISCUITS have become household favorites in three Provinces . . . and this has been accomplished by Western business men, who believe in and are part of the great future of Edmonton.

A PROUD STATEMENT

We Progress With Edmonton!

As Edmonton has expanded, so has this firm. Ten years ago, a one-storey plant could not produce sufficient biscuits to fill orders. Today . . . greatly increased space—and a staff working to capacity—are required to meet the quotas allowed to retail merchants.

OVER TEN YEARS A PART OF OUR
RAPIDLY EXPANDING CITY

Dr. Link, Geologist

First Gusher At Norman Blew in August 25, 1920

On August 25, 1920, a huge inky black geyser spouted upward on the shores of the mighty Mackenzie river, 75 miles north of Fort Norman in the North West Territories.

A tall, handsome young geologist came running in answer to the "war whoops" of an excited driller.

FIRST PRODUCER

The geologist was Dr. Theodore A. Link and the geyser was oil from the first producing well at Oil Creek, that later became Norman Wells. The occasion marked the first "payoff" from an oil pool now estimated to have a potential of 150,000,000 barrels that is playing a vital role in Allied military strategy in this global war.

Dr. Link looked at the column of black fluid spouting toward the heavens and said, half to himself, and half aloud:

"There it is: what are you going to do with it? It will be 10 years before that oil will be of real value."

Twenty-three years later Dr. Link explained his thoughts and feelings at that time:

"I was pretty young then and 10 years seemed like an awful long time. I was actually too optimistic as more than 20 years went by before the field assumed real importance."

PUMPED 600 MILES

But on April 16, 1944, crude oil from Norman Wells was being pumped to a modern refinery 600 miles to the west from a pool in Canada's great sub-Arctic land estimated at perhaps 150,000,000 barrels by U.S. war department officials.

The events leading up to the bringing in of the first gusher by drillers under the direction of Geologist Link during the summer of 1920 and the subsequent development of the oil fields to an extent where they are acclaimed in some quarters as the "last great oil pool" on the North American Continent and possibly in the entire world, form an interesting historic chain.

The seepages indicating pres-

ence of subterranean oil-bearing strata were first noted on the banks of the Mackenzie River, near the site of the present development in 1789 by the great explorer Sir Alexander Mackenzie.

70 YEARS BEFORE

That was 70 years before the first oil well in America was drilled in Western Ontario. The seepages noted by Mackenzie were nearer Fort Norman than Norman Wells.

Mackenzie, wily Scot though he was, did not appear to grasp the value or significance of his discovery, but that is not difficult to understand when it is recalled how small was the industrial and technological development of what was then known as the civilized world.

It is recorded that about the only use the oil was put to by the Mackenzie party at that time was copied from the Indians who dipped their blankets in the sludgy liquid and wrapped them around their alek.

Of modern men who first saw the seepages recorded by Mackenzie, there are the late George Slater and Lt. Col. J. K. Cornwall, D.S.O. Mr. Slater and a man named Conibear pointed the seepages out to Dr. T. O. Bosworth in 1914.

Dr. Bosworth was the first modern geologist to realize the importance of the seepages and to whom the major part of credit for the possible future of the Fort Norman oil field is due.

It was under the direction of Dr. Bosworth that 4½ square miles of claims were staked in 1914 for a Calgary syndicate. These claims were later sold, together with Dr. Bosworth's report to the Imperial Oil Ltd.

WAR HALTED WORK

The outbreak of the First World War in 1914 halted work and the search for oil generally in the Canadian North, but in 1919 Dr. Bosworth was named chief geologist for

Smoke Pillar Marks Norman Oil Wells



Resembling the smoke from a blockbusting bomb, a huge black cloud billows up from burning crude oil bottoms at Norman Wells in the great oil fields of the Mackenzie.

The smoke column by day and a pillar of fire by night inform air travellers they are approaching Norman many miles up the river.

Imperial Oil Limited and due to his urging, the company bought two "national drilling rigs which were shipped north.

Young Dr. Link was placed in charge of geological survey work in the area along the Mackenzie river from Fort Simpson northward.

The party left Edmonton on June 13th and arrived at Fort Norman July 3 on the Royal Northwest Mounted Police boat "The Arctic Patrol."

Fighting mosquitoes, hunger and loneliness the Link party covered all the area it could during the short summer period, making an intensive geologic survey, using canoe for most of the period.

Before the summer's end food had to be rationed.

Finally, after long and careful study the site for drilling was selected, and the unloading of machinery took place under great difficulties.

The opinions of the two geologists, Dr. Bosworth and Dr. Link

proved the same as to the best location, a remarkable tribute to scientific accuracy.

With the drillers left to "winter" it out at the site of drilling Link returned to Edmonton after a hard trip.

Next spring, with 22 tons of freight sent north, operations were resumed at Norman Wells. The party had an exciting trip north, particularly in running the rapids at several bad stretches of northern river water.

Small showings of oil were struck occasionally and encouraging re-

sults obtained during the early summer's drilling.

Then finally came the big strike on August 25. The well was capped and for several years no use was made of it.

Then with discoveries of minerals in the northwest a limited market for petroleum products opened up for motor boats and other mechanized transport on the northern rivers.

Other wells were drilled by Imperial Oil Limited and a small refinery built at Norman Wells.

Then came the treacherous

Japanese blow at Pearl Harbor and the deadly peril of invasion in the northwestern area of the continent.

A petroleum source near the theatre of operations had to be obtained immediately.

Dr. Link, as chief geologist for the Imperial Oil Limited on the Canol project, headed a company of geologists aided by all the resources of the United States Army and the Canadian Government. Many new wells were drilled and

the Norman pool became a huge strategic reserve in the great war of men and machines.

The ancient Greeks had light signals systems for transmitting messages between cities.



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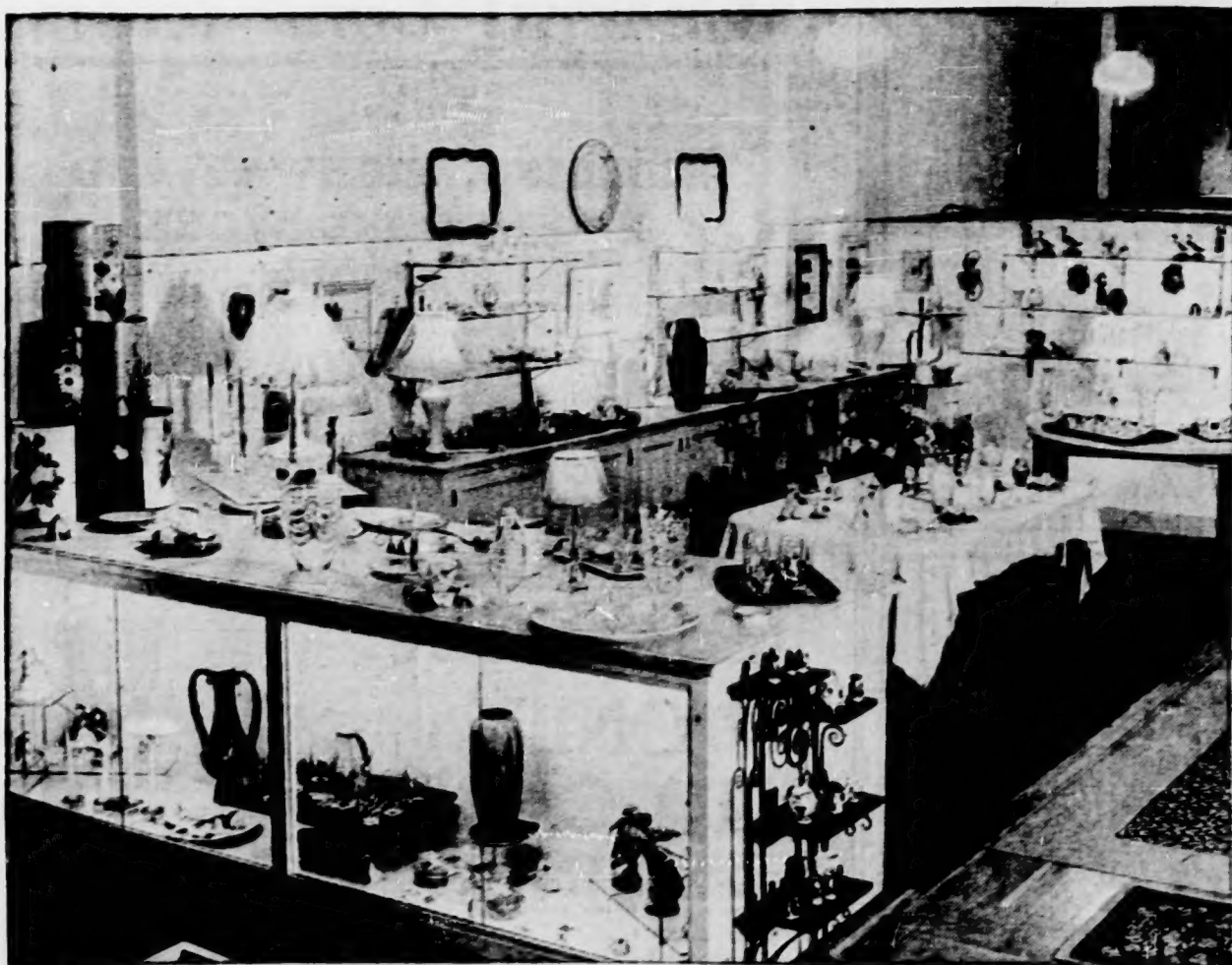
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Sharing Hardships

Chaplains Playing Part
In Winning 'Domination'
Over Last Great North

By CHAPLAIN CAPT. JAMES R. COX, U.S.A.A.F.

Not by any means the least thrilling of the sagas of the Great Northwest is the story of the chaplains who have ministered there. Very early in the development of the Alaska Highway and of the chain of air bases through Canada and Alaska there came the men of God, side by side with their comrades in uniform.

While bulldozers blazed trails along precipitous mountain sides and engineers pitched bridges across swiftly flowing rivers; while quartermasters troops got through their precious cargoes of food, clothes and gasoline and Signal Corps personnel established vital lines of communications linking all the north country by telephone from Fairbanks to Norman Wells to Whitehorse to Edmonton to Washington, D.C.—the longest line in the world; while army and civilian pilots and mechanics made possible all the rest by their daring flights over thousands of miles of desolate territory, in it all and through it all the chaplains have ministered to the men, sharing their hardships and labors.

GREAT HARSHIPS

Through the bitterest of winter weather, with the thermometer at 50 below and more, these soldiers of God have flown, hitchhiked, walked and travelled in every other conceivable way to reach their men. At least one chaplain has frozen to death, two others have had physical breakdowns incurred through long and arduous service under the most trying circumstances and many others will be able to tell after the war of breath-taking flights, hazardous exploits, narrow escapes and epochal experiences in line of duty. The writer well remembers, among others, two experiences; one a flight of 1000 miles with hospital patients over lonely terrain, encountering a terrific storm, the worst in the memory of the crew, every passenger aboard sick except the chaplain and life definitely in the balance for 40 minutes; the other, ferrying Peace River at flood stage, when, giving the lie to its name, this mighty stream had swept away three bridges in about as many months and was tearing along at nearly 20 miles an hour.

Chaplains have played no inconsiderable part in the "winning of the Northwest" and harnessing this great country to the uses of the United Nations in their momentous struggle for world liberation. It is truly touching to see how glad these men are to have a chaplain come to their camp or installation. Many of them very young, most of them lonesome and homesick, all of them anxious

to get back home to their work and normal living—to these a word of genuine interest, a smile and slap on the back, a message of encouragement and cheer, a lift towards God and a better way of life are among the indispensable.

SERVICE ANY PLACE

The chaplains of all faiths have conducted their services, of course, in mess halls and dayroom, in hospitals and barracks, on hillside and under the open sky hymns have been sung, prayers offered, the sacraments administered and the Word of God declared to military and civilian contractor personnel alike. Perhaps never before so few travelled so far to minister under so many adverse circumstances. Hundreds of thousands of copies of The Holy Scriptures and



CAPT. JAMES R. COX

of other devotional literature have been distributed. Differing little from those pioneers of an earlier generation, who with bible and saddlebags built up two God-fearing nations in North America, these modern prophets and priests have given themselves with unselfish abandon to maintaining the morale of their men but, still more significant, to establishing manhood, morality and integrity. The recurring years of the future will reveal how well their mission has been accomplished.

Northwest Chief



Air Vice-Marshal T. A. Lawrence, air officer commanding North-West Air Command, R.C.A.F., with headquarters at Edmonton.

Oil Supervisor
Can Appreciate
Modern Travel

Ronal MacKinnon, superintendent of the Imperial Oil Refinery at Norman Wells, is one man who can really appreciate the speed and comfort of modern-day travel by plane to and from Norman Wells. In the early days of the Norman development the only means of winter travel was by dog team, and Mr. MacKinnon made two such journeys.

Excerpts from his diary of the second trip give an idea of the rigors of travel by dog and sled. The trip was made in the winter of 1922-23. At that time the railroad was at Waterways and the train ran only once a week. In order to catch a train and save time Mr. MacKinnon probably travelled harder than any man had ever travelled over that desolate trail.

To ship supplies to the Whitehorse end of the Canol Project, freight was routed via Prince Rupert, B.C., then by ship and barge to Skagway, Alaska, and over the White Pass & Yukon narrow-gauge railroad to Whitehorse.

The Holy Scriptures say, "The spirit of man is the candle of the Lord". The chaplains have been the keepers of the flame in a land of cold, darkness and loneliness, and the light burns more brightly today than perhaps ever before. Canadians and Americans have worked in closest harmony, serving one another's men wherever possible, preserving a spirit of genuine brotherhood, truly united in a common cause.

U.S., Canuck Airmen
Real Good Neighbors

By AIR VICE-MARSHAL T. A. LAWRENCE

Air Officer Commanding North-West Air Command, R.C.A.F.

Throughout the majority of war theatres, the traditional good-neighborliness of Americans and Canadians had been exemplified anew by the two nations' airmen. In every theatre of war they have had missions and targets in common; over France, the escort of U.S. bombers was for long a daily task for R.C.A.F. Spitfires, while in the Mediterranean Canadian navigators were the crewmates of American Mitchell pilots.

But nowhere, I believe, have comradeship and co-operation reached so complete and constructive a peak as in the Canadian Northwest. Here, Canadian and U.S. contractors and service personnel built the airfields which link Edmonton and the south with Alaska and the western islands.

Americans built the highway that parallels the airline and helps supply its stations. U.S.-built road and Canadian-built runways take the wheels of both countries' trucks or aircraft in steadily-increasing volume of traffic.

On our airfields, U.S.A.A.F. and R.C.A.F. live side by side and together formulate plans for local development and improvements. Between the two services there has been a neighborly interchange of equipment as occasion demanded. The social life of each station has encompassed both its tenants.

Today, through outright purchase of U.S. installations and the formation of North-West Air Command, Canadian control of the Staging Route has been formalized, but the change in no way will affect the co-operative approach to all problems which has been the policy followed by

the two headquarters as well as by officers in the field.

That policy will, I am sure, prevail throughout the remainder of the war, during those months or years whose course we cannot fully foresee but which seem certain

vastly to increase the importance of the Pacific Theatre and, with it, the R.C.A.F. installations in the Canadian Northwest.

A Hollywood marriage is a helluva good way to spend a weekend.

It was necessary to design and construct a complete water distribution system for the needs of the Canol refinery. Tank farms were laid out in preparation for the storage of crude and the finished products.

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or
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